The Egyptian Gazette

No. 7,654] ALEXANDRIA, MONDAY, JANUARY 7, 1907 [EIGHT PAGES PT 1.

THE EASTERN TELEGRAPH COMPANY, LIMITED.

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

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They waste time, are costly to use, wear out, scratch, etc.

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Prices from 10/6.

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ORIENT-ROYAL MAIL LINE.

OUTWARD TO AUSTRALIA.

R.M.S. **Orontes** will leave Suez about January 11 | R.M.S. **Oruba** will leave Suez about January 28

HOMEWARD to NAPLES, MARSEILLES, GIBRALTAR, PLYMOUTH LONDON, TILBURY.

R.M.S. **Omrah** will leave Port Said January 14 | R.M.S. **Oroya** will leave Port Said January 28

Passage.	Naples	Marseilles.	Gibraltar.	Plymouth or Tilbury.
1st Class	£9 0 0	£13 0 0	£15 0 0	£19 0 0 *
2nd ,,	7 0 0	9 0 0	9 0 0	12 0 0
3rd ,,	4 0 0	5 0 0	5 0 0	9 0 0

The issue of return tickets to and from Egypt has been discontinued. Passengers paying full fare one direction will, however, be allowed abatement of one-third off fare back if return voyage be made within four months of arrival, or abatement of 20 o/o if return voyage be made within six months of arrival.

Special reduced rates during Summer season 15th May – 15th September.

Agents, Cairo: THOMAS COOK & Son, Ltd.; ALEXANDRIA: R. J. MOSS & Co.

For all information apply to **Wm. STAPLEDON & Sons,** PORT SAID & PORT TEWFIK (Suez). 31-13-6

BIBBY LINE TWIN-SCREW MAIL STEAMERS.

OUTWARDS to COLOMBO, TUTICORIN, etc., and RANGOON.

S.S. **Herefordshire,** 7,182 tons, will leave Suez about January 17, 1907.

HOMEWARDS to MARSEILLES and LONDON.

S.S. **Cheshire,** 5,775 tons, will leave Port Said about Jan. 7th.

Fares from Port Said to Marseilles £12.0.0; London £17.0.0; Colombo £32.10.0; Rangoon £37.10.0

Fitted with Refrigerators, Electric Light, Electric Fans and all recent improvements.

SPECIAL REDUCED FARES DURING THE SUMMER SEASON. 12-931

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Deutsche Levante-Linie

Mail and Passenger Steamships. Regular Service fortnightly from HAMBURG: weekly from ANTWERP, every 3 weeks from ROTTERDAM to ALEXANDRIA: Homewards every 2 weeks from ALEXANDRIA for ROTTERDAM and HAMBURG. Goods forwarded at through rates from all German Railway Stations on direct Bills of Lading to ALEXANDRIA, CAIRO, SYRIA, etc. Special facilities for conveyance of goods, etc. from Alexandria via Rotterdam and Hamburg to German manufacturing towns.

STEAMERS at ALEXANDRIA:

Expect 1 Dec. 30 S.S. **Andros** from Antwerp bound for Rott. Hamburg
,, Dec 30 S.S. **Leslos** from Hamburg

For tariff and particulars apply to **ADOLPHE STROSS,** *Alexandria Agent* 15 9 907

KHEDIVIAL MAIL LINE.

FAST BRITISH PASSENGER STEAMERS.

Greece-Turkey Line.

Express steamers leave Alexandria every Wednesday at 4 p.m. for PIRÆUS, SMYRNA, MITYLENE, and CONSTANTINOPLE. In connection with Orient Express train-de-luxe for Vienna, Paris, and London.

Palestine-Syria Line.

Fast steamers leave Alexandria every Saturday at 4 p.m., and Port Said every Sunday at 6 p.m., for JAFFA (for Jerusalem), CAIFFA (for Nazareth), BEYROUT (for Damascus.) TRIPOLI, ALEXANDRETTA, MERSINE, continuing in alternate weeks to LARNACA and LIMASSOL (Cyprus.)

Red Sea Line.

Steamers leave Suez weekly on Wednesday at 6 p.m. for Port Sudan and Suakin direct returning from Suakin every Wednesday noon. Every Monday at 6 p.m. a steamer leaves Suez for Jeddah continuing every other week to Suakin, Massowah, Hodeidah, Aden. Intermediate steamers do not proceed beyond Jeddah but call at Tor, (for Sinai) El Wedj and Yambo as required.

N.B.—Deck chairs provided for the use of passengers, excellent cuisine and table wine free. Steamer plans may be seen and passages booked at the Company's Agencies at Alexandria, Cairo, Port Said, and Suez, or at THOS COOK & SON or other Tourist Agency. 31-12-906

The Moss S.S. Company, Ltd.

For LIVERPOOL calling at MALTA (Messrs. JAMES MOSS & Co., 31, James St., Liverpool, Managers.)

*Amazon	Tons 8,000	*Elephaut	Tons 8,000	*Moorta	Tons 7,000
*Austria	,, 6,000	Manx	,, 5,000	Thisbe	,, 5,000
*Karnak	,, 5,000	Memphian	,, 5,000	Ramesses	,, 5,000
Sett	Tons 5,000				
Tabor	,, 5,000				

*Second class accommodation only, unless specially reserved.— Fares: Alexandria to Liverpool, 1st £14 Single, £26 Return, 2nd, £9 Single, £16 Return.—To Malta 1st £8 Single, £9 Return; 2nd £5 Single, £8 Return. Return tickets available for six months.

S.S. **Karnak** now on the berth, will sail on or about Tuesday, 8th January, to be followed by S.S. **Tabor.**

Through freight rates on cotton, etc., to Lancashire inland towns, Boston, New York and other U.S.A. towns, obtained on application. Cargo taken by special agreement only. Passenger Tickets also issued inclusive of Railway fare through to and from Cairo.

For particulars apply **R. J. MOSS & Co., Alexandria Agents.**

P. HENDERSON & CO's LINE.

The Steamers of this Line leave **Suez** and **Port Said** every fortnight for **London** or **Liverpool** direct

SALOON FARE £12

S.S. A. ... 7300 Tons will leave PORT SAID about ... for London
,, TEGANSERIA 7300 ,, ,, ,, 12th January for Liverpool
,, AMARAPURA 6600 ,, to follow ,, for Liverpool

Due in London or Liverpool in 13 days.

The Saloon accommodation is unsurpassed, and the vessels are fitted throughout with Electric Light, and have all the latest improvements.

For further information apply to the Company's Agents

WORMS & Co., Port Said and Suez. THOS COOK & SON EGYPT LD., Cairo.
G. J. GRACE & Co., Alexandria. 31-12-906

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Fortnightly Service in connection with the Co.'s Indian Mail Lines—Calling at ADEN, COLOMBO, MADRAS, and CALCUTTA Out, and MARSEILLES (GENOA and PLYMOUTH optional) Home. Sailings from Suez.

OUTWARD.—*A steamer* Jan. 19 | HOMEWARD.—S.S. *Avoca* Jan. 16

EAST AFRICAN LINE OF STEAMERS.

Calling at Aden, Mombasa, Zanzibar and Beira. Monthly service.

First Class Fares from Suez to			
Aden £71. 8	Colombo..... £25.15	Calcutta..... £81. 0	Marseilles £15.12
Bombay £31.10	Madras..... £32.11	Rangoon..... £12.10	London..... £19. 5
	Mombasa..... £26.10	Beira..... £68. 0	

From Port Said £2 less Homeward, and £2 more Outward. Bookings, with two meals of 1st Class Fares.

PORT SAID Agents: Worms & Co. and Wills & Co., Ltd.—CAIRO: Anglo-Egyptian Nile Steam Boat Co., Ltd., and Anglo-American Hotel & Steamer Co. For particulars apply C. BEYTS & Co., Suez. 31-13-906

ANCHOR LINE, LIMITED.

(HENDERSON BROTHERS,) LONDON, LIVERPOOL AND GLASGOW.

Booking Passengers and Cargo. through to Ports in India, Europe and America

First Class Passenger steamers Sailing fortnightly from Suez.

For MARSEILLES & LIVERPOOL	S.S. "Castalia"	January 13	For CALCUTTA	S.S. "Persia"	January 23
For LONDON	S.S. "Bavaria"	January 1[illegible]	For BOMBAY	S.S. "Circassia"	Febr. 1

Saloon Fares: from Port Said to Gibraltar £9, Marseilles £9, London and Liverpool £14; add £1 to above fare for passengers from Cairo, Ismailia, or Suez. 5 o/o reduction to families of three or more adults. 10 o/o reduction on return tickets within 8 months. Reduced rates on steamers not carrying surgeon and stewardess.

Agents: Cairo, THOS. COOK & SON, Port-Said: CORY BROTHERS & Co. — For particulars apply C. BEYTS & Co., Suez. [illegible]

DEUTSCHE OST AFRIKA LINIE.

Regelmassiger Reichspostdampferdienst. German E. African Line. Imperial Service. Departures from Port Said (Approximate dates). **OUT** to Aden, Zanzibar, Cape Town and intermediate ports:—

S.S. Gouverneur January 15

HOME to Naples, Genoa, Marseilles, Algiers, Tangiers, Lisbon, Dover, Flushing, Rotterdam & Hamburg

S.S. Admiral January 2 | S.S. Koenig January 19 | S.S. Prinzessin January 30

First class steamers fitted with latest improvements. Stewardesses and doctors carried. Low passage rates.

Splendid accommodation for passengers of all classes.

For particulars apply to **Fix & David,** Cairo (Sharia Mansour Pacha, Telephone 865).

Messageries Maritimes

From Alexandria Sailings from Alexandria to January 7, 1907.

For Marseilles direct

Friday	4 Jan. 1907 at 4 p.m.	*Portugal*	Capt.	Protet
,,	11 ,, ,, ,,	*Niger*	,,	Bourge
,,	18 ,, ,, ,,	*Congo*	,,	Baretge
,,	25 ,, ,, ,,	*Djemnah*	,,	X
,,	1 February ,, ,,	*Caledonien*	,,	X

For Port Said and Beyrouth

Thursday	10 Jan. 1907 at 8 a.m.	*Congo*	Capt.	Baretge
,,	24 ,, ,, ,,	*Caledonien*	,,	X

For Port Said, Jaffa and Beyrouth

Thursday	3 Jan 1907 at 8 a.m.	*Niger*	Capt.	Bourge
,,	17 ,, ,, ,,	*Equateur*	,,	X

Through tickets for Paris (viâ Marseilles from Alexandria)

Through tickets for Paris (viâ Marseilles) from Port Said (directly or viâ Alexandria)

Through tickets for London (viâ Marseilles) (Calais-Douvres from Alexandria or Port Said (directly or viâ Alexandria)

Interchangeable return tickets with the Austrian Lloyd Co. (available one way by Messageries Maritimes and on return by Austrian Lloyd) (viâ Trieste)

Rates of passage mss including table wine.

From Alexandria or Port Said (directly or viâ Alexandria) To Marseilles	1st Class £13. 0. 0	2nd Class £ 9.10.0
From Alexandria To Port Said	1.15.10	1.7.10
To Jaffa	3. 3. 0	2. 2. 0
To Beyrouth	4. 7. 0	2. 5. 0
,,	16.15. 0	10.12. 0
,,	16. 5.11	12. 1. 0
,,	14.12.10	13. 0. 0
,,	21.11.10	1811

Sailings from Port Said in December, 1906.

For Marseilles Direct.	Probably on Thursday	6	Dec.	*Australien*	Capt.	Verron
	,, ,, Sunday	9	,,	*Sydney*	,,	Bourgnani
	,, ,, Monday	10	,,	*Djemnah*	,,	Durrande
	,, ,, Thursday	20	,,	*Tonkin*	,,	Charbonnel
	,, ,, Monday	3	Jan.	*Melbourne*	,,	Lecarriere

returning from Indian Ocean ports.

,,	Chiny
,,	Indian Ocean
,,	China
,,	Australia

Sailings from Suez in December 1906.

For Aden, Colombo, Singapore, Saigon, Hong-Kong, Shanghai, Kobé and Yokohama	Friday	14 Dec.	*Orénoque*	Capt.	Courret
For Djibouti, Colombo, Singapore, Saigon, Hong-Kong, Shanghai, Kobé and Yokohama	Friday	28 ,,	*Tourane*	,,	Lancelin
For Djibouti, Zanzibar, Mutsamudu, Mayotte, Majunga, Nossi Bé, D. Suares, Tamatave, la Réunion and Maurice.	Sunday	16 ,,	*Natal*	,,	Girard
For Djibouti, Aden, Mahé, Diego-Suarez, Ste. Marie, Tamatave, La Réunion and Maurice	Saturday	31 ,,	*Djemnah*	,,	Durrande
For Aden, Bombay, Colombo, Freemantle, Adelaida, Melbourne, Sidney, and Noumea	Monday	24 ,,	*Dundee*	,,	Boyer

Cairo Agency (Shepheard's Hotel) 8-21 907

PRINCE LINE.

African Prince	Tons 8,000	Welsh Prince	Tons 8,000	Afghan Prince	Tons 8,000
Chinese Prince (bldg)	,, 8,000	Japanese Prince (bldg)	,, 8,000	Burmese Prince (bldg)	,, 8,000
Korean Prince (bldg)	,, 8,000	Arabian Prince (bldg)	,, 8,000	Siamese Prince (bldg)	,, 8,000
Swedish Prince (bldg)	,, 8,000	Black Prince	,, 7,000	Saxon Prince	,, 8,000
Tudor Prince	,, 7,000	Norman Prince	,, 8,000	Crown Prince	,, 8,000
Italian Prince	,, 5,000	Georgian Prince	,, 4,750	Trojan Prince	,, 4,750
Merchant Prince	,, 4,650	Sailor Prince	,, 4,650	Egyptian Prince	,, 4,650
Soldier Prince	,, 4,650	Russian Prince	,, 4,600	Spartan Prince	,, 4,475
Mexican Prince	,, 4,450	Highland Prince	,, 3,850	Imperial Prince	,, 3,750
Sicilian Prince	,, 3,750	Napolitan Prince	,, 3,750	Persian Prince	,, 3,350
British Prince	,, 3,180	Moorish Prince	,, 3,180	Castilian Prince	,, 3,100
Grecian Prince	,, 3,074	Eastern Prince	,, 3,060	Asiatic Prince	,, 3,060
Creole Prince	,, 3,060	Carib Prince	,, 3,060	Kaffir Prince	,, 3,060
Syrian Prince	,, 3,060	Orange Prince	,, 3,075	Cyprian Prince	,, 3,750
Indian Prince	,, 3,750	Scottish Prince	,, 3,060	Roman Prince	,, 3,680
Tuscan Prince	,, 3,674	Ocean Prince	,, 3,600	Royal Prince	,, 3,600

Good Accommodation for Passengers.

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Greatest Comfort. Best Cuisine.

FARES: to NAPLES from £10, to GENOA from £13.	*Leaves Alexandria:*	*Arr. Naples:*	*Arr. Genoa*
	4 & 22 December.	11 & 25 December.	12 & 26 December.
	12, 19 & 26 January.	16, 23 & 29 January.	.....
	2, 9, 16, 23 February.	5, 13, 19, 26 February.	.....
	2, 9, 16, 23, 30 March.	5, 12, 19, 26 March.	.....
	6, 13, 27 April.	9, 16, 30 April.	17 April.
	11 May.	14 May.	1 & 15 May.

Departures from Port Said:

To East Asia: Jan. 3, SCANDIA; Febr. 3, HABSBURG; March 6, RHENANIA; April 8, HOHENSTAUFEN; May 4, SILESIA;
To Port Sudan and Persian Gulf: Jan. 10, ASSYRIA; Febr. 10, SAVOIA; March 10, HUNGARIA;
To Naples, Plymouth and Hamburg: Jan. 12, RHENANIA; Febr. 9, HOHENSTAUFEN; March 9, SILESIA; April 6;
To Naples and Hamburg: Jan. 5, SCANDIA; May 4, HABSBURG; June 15, RHENANIA;
To Marseilles and Hamburg: Jan. 19, HUNGARIA.

Apply to HAMBURG-AMERICA LINIE, Continental Hotel, CAIRO. *C.J. GRACE & Co.*, ALEXANDRIA. *DEUTSCHES KOHLEN DEPOT,* PORT SAID & SUEZ. 31-11-07

NORDDEUTSCHER LLOYD.

ALEXANDRIA-NAPLES-MARSEILLES. Weekly Departure from **ALEXANDRIA** (3 p.m.)

SCHLESWIG 7, 16, 30 Jan.; 13, 27 Feb.; 13, 27 March; 10 April | **HOHENZOLLERN** 9, 23 Jan.; 6, 20 Feb.; 6, 20 March, 3, 17 April,

KAISER WILHELM DER GROSSE (14,350 tons) February 6th, **Alexandria-Naples-Genoa-New-York.**

The following Steamers are intended to leave PORT SAID:

HOMEWARD: for BREMEN or HAMBURG viâ Naples, Genoa, (Gibraltar,) Southampton, Antwerp.

Fr. Reg. Luitpold	9000 Tons	... ...	about 11 Jan.	Prinz Eitel Friedrich	9700 Tons	... about 25 Jan.
Grosser Kurfürst	13000 ,,	... ...	,, 25 ,,	Kaiserin	7000 ,,	... ,, 8 Feb.
Prinz Heinrich	6500 ,,	... ...	,, 21 ,,	Barbarossa	11000 ,,	... ,, 8 ,,

OUTWARD: for CHINA and JAPAN viâ SUEZ, ADEN, COLOMBO, PENANG, SINGAPORE.

Preussen	8100 Tons	... ...	about 7 Jan.
Prinzess Alice	11000 ,,	... ...	,, 31 ,,

OUTWARD: for AUSTRALIA viâ SUEZ, ADEN, COLOMBO.

Bremen	11800 Tons	... ...	about 13 Jan.
Bulow	9000 ,,	... ...	,, 7 Feb.

ROYAL ROUMANIAN EXPRESS STEAMER SERVICE

Alexandria to Smyrna, Constantinople and Constanza

Weekly departure from Alexandria every Thursday at 4 p.m. with the new twin screw S.S. REGELE CAROL I, ,, ROUMANIA and IMPERATUL TRAJAN.

For particulars apply to the Agents: **OTTO STERZING,** Opera Square, Cairo. **Wm. H. MULLER & Co.,** Scesoiria-st., ALEXANDRIA. Messrs. THOS. COOK & Son (Egypt) Ltd., are authorised to sell tickets in CAIRO and ALEXANDRIA. 30-10-06

Austrian Lloyd's Steam Navigation

Alexandria-Brindisi-Trieste (Venice). Express Mail Service. Steamers leave Alexandria Saturdays 4 p.m. arrive Brindisi Tuesday 5 a.m. in time for the Express to Milan, Lucerne, Paris, Vienna, Berlin, London, leaving Brindisi 7 a.m. Arrival at Trieste Wednesdays about 11 a.m., connecting with the Train de Luxe, Trieste-Vienna-Ostende. Passengers reach London Fridays 4.50 p.m.

Intermediate Service: Alexandria-Brindisi & Trieste Line.

Steamers leave Alexandria every Thursday 10 a.m.

Syrian-Cyprus-Caramanian Line. Steamer leaves Alexandria about 7, 15, 21, 29 January. (4 p.m.)

Far East Lines. DEPARTURES FROM PORT SAID To Suez, Aden, Bombay, Colombo, Penang, Singapore, Hong-Kong, Shanghai, Yokohama and *Kobé*, 3 Feb., 6 March, 3 April, 4 May.

To Suez, Aden and *Bombay* accelerated service about 7, 22 Jan., 7, 22 Feb., 7, 23 March, 8, 23 Apr., 8 May.

To Suez, Aden, Karachi, Colombo, Madras, Rangoon & *Calcutta* about 18 Jan., 18 Feb., 18 March, 18 Apr., 18 May.

For information apply to the Agents: Alexandria, Cairo, Port Said, Suez and Khartum.

Special rates for Egyptian officials, members of Army of Occupation and their families. 31-12-00

THE PAPAYANNI LINE.

(The Ellerman Lines Ltd.)

Frequent Sailings from ALEXANDRIA to LIVERPOOL, also Regular Services from LIVERPOOL to ALEXANDRIA and to ALGERIA, MALTA, LEVANT, BLACK SEA, and other Mediterranean ports.

Excellent Passenger Accommodation. Stewardess carried. Liberal table and Moderate Fares for single and return tickets.

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(CENTRAL TRAMWAY STATION,)
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It is pure throughout, fragrantly perfumed, emollient and antiseptic (100% crystal carbolic). It quickly removes dust and dirt, takes away the unpleasant effects of perspiration, and leaves instead a delicious feeling of thorough purification.

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C. F. RAISIG, MANAGER.

RESTAURANT AND BAR OPEN TO NON-RESIDENTS. 27822-31.10.906

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On the bank of the Nile. Formerly the Palace of the Khedive Ismail. Transformed into a luxurious hotel.

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Renowned for its afternoon teas on the West Balcony overlooking the Park. Excellent Tsigane Orchestra. Motor car running to Shepheard's Hotel and vice-versa. 29030-31-3-7

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The only First Class Hotel at Khartoum, prettily situated in its extensive Palm Gardens on the Banks of the Blue Nile, with commanding views from the terrace of the Hotel over the Blue and White Nile, Omdurman, and the Battlefields of Kerreri.

Entirely re-built, enlarged and refurnished in 1906; replete with all modern European comforts.

Electric Light. Steam Laundry. Lawn Tennis. Stabling. Boating, own farm and Dairy products. Cosmopolitan Cuisine. European service.

Terms: From P.T. 100 to 125 per person and per day. Special terms for a prolonged stay.

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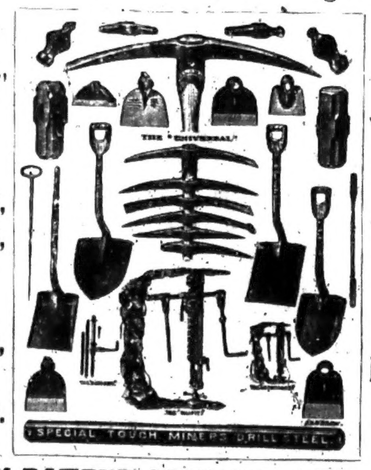

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The Egyptian Gazette

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The Egyptian Gazette

THE ENGLISH DAILY NEWSPAPER.
ESTABLISHED 1880.
Editor and Manager - - R. SNELLING.
Price: ONE PIASTRE TARIFF.

MONDAY, JANUARY 7, 1907

THE MAHMOUDIEH CANAL.

The question of the extension of the Mahmoudieh Canal's efficiency by making a new branch to the sea to the west is of vital importance to Alexandria. Alexandria depends for its connection with the rest of Egypt mainly on the canal and the railway, and a considerable part of the exports and imports are transported by canal, especially since the Government abolished the bridge tolls. The city's trade is developing enormously, and as the gate of Egypt Alexandria is much in need of facilities for expediting its traffic with the interior. At the present time the Canal can only do its work with great difficulty and frequently there is considerable congestion on this water-way. In another column of to-day's issue we publish a letter from a correspondent, who is much averse to the scheme of making a new branch to the westward. Instead, he suggests that the Canal should be widened by means of expropriations on the city side to the extent of forty metres in breadth. The surface of the ground which would have to be expropriated is, however, occupied for the most part by buildings, and the cost of expropriation would be enormous. On the other hand, a canal passing westward through the Gabbari quarter would be of such immense advantage to the proprietors of the land in the neighbourhood that, in order to enhance the value of their property, they declare that they are willing to cede the necessary land for making the canal gratis to the Egyptian Government.

Our correspondent apparently labours under the impression that the project is in danger of being carried out without any preliminary study, and consequently the interests of the various corporations will not be sufficiently taken into consideration. This is, however, quite erroneous. The Egyptian Government has always made a point of consulting the import and export trades of Alexandria before taking any measure that might jeopardise their interests. We have no doubt but that the Government will do so in the present case. As to the position of the Alexandria Municipality in this matter, we need merely state that the only step that has up to now been taken has been the communication to that body of the project of the new branch of the Canal. This scheme was submitted to the Municipality a few months ago in order to be studied by the members of the Municipal Commission. It was carefully drawn up by the able engineering authority of the Ports and Lighthouses Administration, M. Malavel, who may be called the originator of the idea of the new branch. The project has not yet been brought officially to the cognizance of the members of the Municipal Commission. One of the first conditions that the Municipality was prepared to insist upon was that in no way should the free flow of the existing canal be impeded lest in any case the purity of the present intake of the Alexandria Water Company should be endangered by having a stagnant body of water existing below the site of the intake. Since then the question has remained in *statu quo*. The Government has now to give a decision on the matter, and will then doubtless consult the Municipality in order to take its opinion as to the advisability of proceeding with the project. As regards the Irrigation Department, the scheme for a new maritime canal has been brought to the notice of the Inspector General of Irrigation for Lower Egypt, but as yet no definite steps have been taken. A new branch does not offer any objection from the point of view of irrigation, as it does not entail the Irrigation Department's giving any more water, which is the main consideration with that department.

The actual scheme is the construction of a new salt-water canal running at sea level from Gabbari to Nouzha, where it would step up to the canal level by means of locks. It is obvious that such a scheme has many advantages. It prevents the silting up of the harbour, will improve the railway communications, relieve the congestion on the Mahmoudieh Canal, and improve the sanitary condition of the port. During the last four years the number of boats passing through the Menoufieh head lock at the barrage has more than quadrupled and the number of boats passing through the tail lock of the Mahmoudieh Canal shows a similar increase. In 1905 the number of boats passing Kafr Dawar up and down stream was 20,438, and annually 20,500 boats ply on the Nouzha-Minet-el-Bassal reach. The congestion grows worse every day, and the construction of the new branch is imperative, for it is the only solution out of the difficulty. Alexandria is growing rapidly, and will inevitably become not only the great outlet for Egypt's railway traffic, but for the greater part of Africa. The Cape-to-Cairo Railway scheme may yet be far from being a "fait accompli," but there is sure to be a complete system of communications between North and South Africa by rail, river, and lake in a few years' time, and the outlet for this traffic will be at Alexandria. The growth of the town westward will in a few years' time lead to one uninterrupted mass of buildings stretching from Gabbari to Mex and occupying every available site between sea and lake. Unless, therefore, a decision is arrived at soon the scheme will not be feasible without enormous extra cost for expropriations. At the present time the landowners interested in the promotion of the project are prepared to cede to the Egyptian Government free of any charge the land necessary for making the new branch and they are ready to construct the canal under the supervision of the Government. They further offer to give facilities for connecting the goods station at Gabbari through the Gabbari quarter with the new quays to the west. Under such favourable conditions the new maritime canal could easily be constructed, and it is to be hoped that the Government will not lose the opportunity, for soon, owing to the rise in the value of the land consequent on the development of the city westward, the canal will never have a chance to be made without very great expense.

Notice for Tourists.

MOERIS HOTEL (ON LAKE KAROUN). Very comfortable. Good shooting. Patronised by Princess of Battenberg, Prince of Sweden, etc.

For particulars apply: **A. TASCO,** Proprietor, also proprietor of **Grand Hotel Karoun,** Fayoum.

28969—31-1-50

LOCAL AND GENERAL.

The Plague.

Yesterday's plague bulletin records a case at Ismailia.

Public Holiday.

The Government Departments will be closed to-morrow (Accession Day).

Return of H.M.S. Venus.

H.M.S. Venus will arrive at Alexandria on Wednesday and proposes to remain about a week.

Hellenic War Budget.

The Hellenic Parliamentary session closed on Saturday, after voting the war budget of 20,000,000 drachmæ.

Delingat Markaz.

The new Markaz at Delingat comprises 25 villages, 18 of which were formerly comprised in Itai el Baroud Markaz and 7 in the Markaz of Kom Hamada.

Seamen's Home.

The annual New Year's Tea and entertainment which is given by the ladies of Ramleh to the seamen in port will take place on Tuesday, 22nd inst.

Fever in Prison.

Owing to fever being prevalent in the Cairo prisons, the authorities have decided to prohibit the prisoners from being visited by their relatives until further notice.

The Weather.

The thick fog which prevailed at Alexandria this morning caused a good deal of delay to shipping, the mail and other steamers being unable to enter the pass up to the time of our going to press.

Alexandria Amateur Athletic Club.

By the courtesy of the committee of the British Club, the annual general meeting of the Alexandria Amateur Athletic Club will be held at the British Club on Thursday, 10th inst., at 5 30 p.m.

Nile Navigation.

A sadd is being constructed from the west bank of the Nile near Esneh Barrage. The right side of the river alone is open for navigation and red lights have been fixed for night traffic at the end of the sadd.

Murdered by Robbers.

A few days ago, a gang of robbers broke into an esbet near Nahieh Sejin, belonging to Boghos Pasha Nubar, and murdered the ghaffir stationed there. Three of the gang have been arrested, but the rest are still at large.

Hakima for Khartoum.

The Sudan Medical Department is arranging for a Hakima, attached to the Civil Hospital, to reside in Khartoum. This is solely in the interests of the families of married Government employés and families of officers of the Egyptian Army.

Cairo Bourse.

It is rumoured that some members of the Committee of the Stock and Sharebrokers' Corporation at Cairo are eager to negotiate with an important firm of Cairo brokers with a view to coming to terms in order to settle the dispute which has dragged for some considerable time now.

Military Lecture.

The seventh military lecture of the winter season will be delivered by Captain J. A. Byrne, 2nd Royal Inniskilling Fusiliers, on "The Compensation Question in the South African War, and lessons to be derived therefrom," at 6 p.m. on Tuesday evening next, in the Model Room at Headquarters, Cairo.

Exonerated.

Salama Eff. Sarkis, Moawin of Miniah Mondirieh, who was recently charged with embezzling a sum of Government money and with certain irregularities, has now been exonerated of the charge by the Supreme Council of Discipline held at the Ministry of the Interior, and has been ordered to resume his duties.

Cairo-Khartoum.

The journey from Khartoum North to Cairo now occupies 105 hours. The journey from Cairo to Khartoum North only occupies 94 hours, a difference of 11 hours, which is, strange to say, on the wrong side of the account, as steamers plying on the Halfa Shellal reach go faster downstream than upstream.

Sale of Hebe.

The fast motor launch Hebe, lately imported by Messrs. Dixon Bros. and Hutchinson, has been sold by Messrs. J. C. Wilcocks & Co., to Mr. H. Orell Wren, of Lisle Hall, Pentrewet, Cumberland, who is at present staying at Mena House Hotel. The boat will be used upon the Nile during the season, and afterwards will be sent home for use on the English lakes.

Arabic Art.

The Committee for the Preservation of Monuments of Arabic Art has only just issued the report on its work during 1905. The most interesting reading in the report is the appendix by Henry Bey on the mosque El Mardani, that exquisite specimen of Arabic art of the fourteenth century in the Darb el-Ahmar. It was one of the finest edifices created during the reign of En-Nasr ibn Kalaoon, and like many other mosques in Cairo had been falling into ruin, but has now been restored. The article is well illustrated.

WESLEYAN SERVICE, in German Church, Sharia el-Maghraby, Cairo. Sunday 6 p.m. Preacher: Rev. Wm. Jackson. 28957-5*3

THE EGYPTIAN QUESTION.

THE "TEMPS" ON AUTONOMY.

PARIS, January 6.

The Bulletin of the "Temps" deals with the question of Egypt. It considers it certain that England, when she judges Egypt riper for autonomy, will grant it to her. It remains for the Egyptians to prepare a liberal feture for themselves by peace and industry. (*Havas*

COLLISION AT SUEZ.

(FROM OUR CORRESPONDENT.)

Suez, Sunday.

Yesterday morning, at 1 o'clock, while the Dutch steamer Timor was under weigh in Suez roads to enter the Canal, the S.S. Knowsley Hall, which was at the time coming up to her anchorage from the Red Sea, ran into her and damaged her amidships, above the water line. The damage would have been much greater, however, had the latter steamer not reversed her engines.

DUKE OF CONNAUGHT'S VISIT.

We are authorised to contradict the statement of a morning contemporary to the effect that the Duke of Connaught, on the occasion of his forthcoming visit to Egypt, will stay at Abdeen Palace.

THE KHEDIVE.

H. H. the Khedive, who spent yesterday at Koubbeh Palace, went this morning to Ismailia to inspect his estates there. His Highness returns to Koubbeh this evening, and to-morrow morning will go to Abdeen, to hold the usual reception on the anniversary of his Highness's accession.

THE SUCRERIES COMPANY.

On Saturday last the hearing of the case of A. Felonico and partners against the administration of the Sucreries Company was postponed until the 29th proxo., when it will come on for hearing before a special sitting of the Commercial Mixed Court at Cairo.

UNION FONCIERE.

The Union Foncière d'Egypte has just concluded an excellent purchase of the finest agricultural land in the Behera Province from the Daira Khassa, the Daira having sold 2,300 feddans to the company.

THE EGYPTIAN UNIVERSITY.

The committee of the proposed University, composed of 15 members, have decided to increase their number to 25, by selecting 10 more active members, two of whom will be Dr. Alwi Pasha and Youssef Bey Saddik.

Hassan Pasha Mohsen and Hafiz Bey El-Manshawi have subscribed £500 and £100, respectively, to the funds. The total of the subscriptions now amounts to L.E. 16,094.

MR. ROBERTSON, M.P.

"Al Minbar" says:—Mr Robertson wants to know a great deal about Egyptian matters and is at pains to get information about everything.

On Thursday Mr. Robertson visited the Citadel and Mohamed Aly Mosque, and on Friday he went to the Pyramids.

LECTURE AT SHEPHEARD'S HOTEL.

Captain Spelterini's adventures from his balloon formed the subject of an interesting lecture given at Shepheard's Hotel on Friday night, a varied series of cinematograph pictures giving the audience a good idea of what the world must look like when seen from the region of the clouds. Captain Spelterini has made nearly six hundred ascents in his balloon; but this lecture was confined to those he made in the regions of the Alps and in Egypt. The pictures of his wanderings at various heights above Zorich, Bâle, Lucerne, and Rigi were most entertaining and realistic, and many of his views, taken while crossing the Alps, made most magnificent pictures. His bird's eye views of Cairo gave his audience a very complete idea of the magnitude of this great city and its surroundings, and his pictures of the Pyramids as seen from aloft were most interesting. Some untoward accident in the lighting arrangements caused the hall to be plunged in almost total darkness three times during the evening; but luckily these mishaps proved only temporary ones, though they marred the continuity of the lecture.

STEAMER MOVEMENTS.

The Messageries Maritimes S.S. Congo, from Marseilles, passed the Straits of Messina on Saturday, and is due at Alexandria to-morrow.

The Ellerman liner Britannia sailed from Malta on Saturday afternoon, and is due here on Wednesday morning with passengers and a general cargo.

The Ellerman liner Belgravian arrived yesterday with a general cargo from Glasgow.

WATERSPOUT AT PIRÆUS.

MANY WRECKS.

A despatch from Piræus reports that a waterspout has burst over that port. Four steamers foundered, and numerous smaller craft were wrecked. The S.S. Stephano Strait, of the Diakaki Line, from Egypt, was driven by the tempest on to a British collier discharging. Damage was done to the extent of £5,000.

MACEDONIA.

AUSTRIAN INTERVENTION.

A meeting took place last week between the Austrian Ambassador in Constantinople and His Holiness the Œcumenical Patriarch, who assured the Marquis Pallavicini that his earnest prayer was for peace between the rival factions in Macedonia.

BANK OF ABYSSINIA.

The following paragraph appeared in Saturday's issue of "La Réforme." We have been unable to obtain any confirmation of the truth of the statements from any of the authorised sources of information in Cairo. As all information is officially refused, it must be presumed that our contemporary's statements do not admit of a categorical contradiction. The paragraph is as follows:—

Nos renseignements nous permettent d'affirmer que des dissentiments très sérieux existent entre Sir John Harrington et M. Gilivray et que la présence au Caire du premier de ces messieurs n'est pas étrangère aux difficultés nées de cette mésintelligence.

Nous avons des raisons de croire que la démission de Sir John Harrington est beaucoup plus probable que celle de M. MacGilivray qui, vraisemblablement, retournera pour quelque temps encore en Abyssinie. Nous ajouterons que les agents français et italiens à Addis Abeba seront très probablement remplacés également.

Nous avons de sérieux motifs de penser que ces renseignements se vérifieront dans un assez bref délai.

THE RECENT EARTHQUAKE.

With reference to Mr. Keeling's letter regarding the recent earthquake shock, our Tahta correspondent writes:—We felt the shock here twice on the twenty-sixth ultimo. The first shock occurred precisely at 9 a.m., and lasted about 30 seconds, causing a good deal of rocking of chairs, crackling, etc. The second took place at 3.55 p.m., and was more felt than the first, lasting about 30 seconds.

VISIT OF A LEVIATHAN

A notable event in the local shipping world this season will be the arrival here of the S.S. Caronia. Such magnificent steamers connecting Egypt with Europe and America will considerably increase the number of tourists wishing to visit us, and we must congratulate the Cunard Line on sending this modern leviathan here on a special trip. She sailed from New York on the 5th, and will arrive at Alexandria on the 19th inst., returning to New York the following day, viâ Fiume and Naples.

DEAN BUTCHER TESTIMONIAL FUND.

For the convenience of those visitors to Cairo who may wish to subscribe to the above fund, the managers of the various hotels in Cairo have kindly consented to receive contributions at their cash office, where a report of the meeting at the British Agency on November 28 can be seen. Subscriptions from residents and visitors may also be paid into the National Bank of Egypt, or be sent to the hon. treasurer, Mr. R. H. Du Boulay, c/o the Egypt Salt & Soda Co., Limited, Boulac.

GRAND CONTINENTAL HOTEL.

On the occasion of the anniversary of the accession of H.H. the Khedive, and by kind permission of Lieut.-Colonel D.A. Macfarlane, D.S.O., and officers, the band of the King's Own Scottish Borderers will play the following programme on the terrace of the Grand Continental Hotel on Tuesday, from 8 to 10 p.m.

March—Directorate—Sousa.
Ouverture—Light Cavalry—Suppé.
Selection—Belle of Mayfair—Stuart.
Valse—Gruss an Hannover—Labitzky.
Tarenmerei (a) Schumann
Schlummerlied (b)
Fantasia—Songs of all Nations—Godfrey.
Serenata—Love in Idleness—Macbeth.
Cornet Solo—Plains of Peace—Barnard.
Scene Espagnole—Sevilla—Elgar.
Grand Selection—Pagliacci—Leoncavallo.
Regimental March—Khedivial Anthem
God Save the King
A. J. WILSON, Bandmaster.

Grand Continental Hotel,
CAIRO.
WEDNESDAY, JANUARY the 9th,
9 o'clock p.m.
Prof. CARLOS RONZEVALLE'S CONCERT.
In Oriental and European Languages.
TICKETS P.T. 40 and P.T. 25.
29287-3-1

SEASON AT LUXOR.

A SUCCESSFUL GYMKHANA.

(FROM OUR CORRESPONDENT.)

Pending the opening of the Winter Palace Hotel, the season in Luxor is scarcely yet in full swing, but the old-established Sporting Club has made a start by inaugurating the weekly Gymkhanas, and the opening meeting on Thursday last was well supported by the visitors at the hotels, and those on the Ramesses. The grand-stand, with its gaily coloured awning and hen-coop seats, was full of interested spectators, while carriages and picturesque groups of natives lined the other side of the course.

The programme consisted of the usual events, i.e., sack race for natives, donkey boys' standing race, visitors' donkey race, water carriers' race, visitors' goolah pegging race, buffalo race, horse race, and camel race.

Some of these, such as the buffalo and water-carriers' races, are perhaps unique in Gymkhanas and always cause great amusement, while the horse and camel races are really exciting to watch. The visitors' races were well supported, and the whole programme was carried through quickly and smoothly.

A very pleasant little impromptu dance was given on Tuesday evening on board the Ramesses, and was attended by some of the passengers from Rameses III. and other visitors.

The hotels at present open are filling rapidly, and there is no doubt that many intending visitors are only waiting to be accommodated at the wonderful new Palace, the last word in modern comfort and luxury, which has sprung up, as if by magic, on the river bank. Those who saw its beginning, less than twelve months ago, can scarcely believe that the work is rapidly approaching completion, but such is indeed the case, and it is now only a question of days before the genial and popular manager, M. Louis Schaich, will throw open the doors and receive his many patrons.

The German flag is at the present moment flying at the Luxor Hotel, in honour of Prince Francis of Bavaria, who is making a stay here, and an interesting personality, in the Earl of Halsbury, was also here until a day or two ago. The late Lord Chancellor and his party found their time well occupied in seeing all the wonders of antiquity which Luxor has to show. Of all these wonders, none perhaps can compare with a first view of one of the great temples by moonlight, and the perfect weather and clear full moon tempted many out this week to ride or drive to Karnak, and there to exclaim or ponder (according to their nature) over the spectacle of this marvellous group of ruins, flooded by the beautiful and mysterious moonlight of Egypt.

LETTERS TO THE EDITOR.

We do not hold ourselves responsible for the opinions expressed by our correspondents, but we wish, in a spirit of fair play to all, to permit—within certain necessary limits—free discussion.

PORTE AND PATRIARCH.

TO THE EDITOR OF THE "EGYPTIAN GAZETTE"

Sir,—Some time ago, in a leading article, you reproduced a letter of the Constantinople correspondent of the "Times" on the Greek Church and the Porte, which referred to the project of holding an Œcumenical Council at Constantinople as having fallen through in consequence of the opposition of the Porte.

The Orthodox Greek Patriarch of Alexandria, informed me in a recent audience, that there was not the least idea of holding an Œcumenical Council at Constantinople. It was simply to be a meeting of the three Patriarchs, similar to that held in 1879, at which His Beatitude was secretary. The present Patriarch of Constantinople presided, the other Patriarchs being Sophronius of Alexandria and Ierotheos of Jerusalem.

An Œcumenical Council would require the presence of the Episcopal Body in its entirety. No such project was entertained.

As for the Union of the Orthodox and Anglican Churches, I may state, on excellent authority, that all responsible representatives of the Anglican Church do nothing more than encourage friendly relations with the Orthodox Greek Church.—Yours etc.,

LAURANCE MORTON.

Balkeley, January 7.

CHESS CLUB FOR CAIRO.

TO THE EDITOR OF THE EGYPTIAN GAZETTE

Dear Sir,—I have the intention of starting a Chess Club in this city, having been asked by a number of amateurs in Cairo to try and get up one. I am sure that there are a good many amateurs in Cairo that would willingly join such a club if the idea were brought to their notice. As my connections in Cairo are not very large, I would ask you, if you can see your way to do so, to publish a notice relative to this idea in your paper, stating that amateurs wishing to join should correspond with me as secretary pro tem. Very likely there are also amateurs in Alexandria who would like to become corresponding members.

There is no better pastime, especially for young men, than chess, and I think it would answer a long felt want if a Chess Club in Cairo could be got up. The subscription would be very low, a few shillings per month, enough for our expenses.

Thanking you in anticipation, I remain,

PAUL FRANK,
P. O. Box 204, Cairo.

P.S.—Naturally if I find enough encouragement, I shall call a meeting here and then draw up statutes and elect a committee.

P.F.

WINDSOR HOTEL.
Facing the Sea on the New Quay of Alexandria.
FIRST-CLASS HOTEL.
Lately Built and Furnished.
TERMS P.T. 50 PER DAY.
Special terms to Government Officials.

NOTES FROM MENA.

SMALL DANCES AND MUSIC.

There is to be a dance at Mena House this Wednesday, and for the remainder of the season there will be a series of these enjoyable functions given every fortnight. Formal invitations from the management will not be issued; but friends of the visitors there will always be welcomed; and doubtless these popular evenings will be well patronized. For the convenience of those who live in Cairo a closed carriage service has been instituted, leaving the hotel at midnight, whereby the guests will be enabled to return comfortably at the small charge of some P.T. 20 per head.

Three afternoons in the week nowadays the verandah at Mena House is enlivened by music, the services of the Neapolitan band, the Sistett, and the Ladies' Orchestra having been requisitioned on Monday, Thursday, and Saturday. Sunday is always a popular day for visitors to the Pyramids, and a constant stream of carriages and visitors finds its way to Mena for either lunch or tea. Amongst those noticed on the verandah yesterday were Capt. and Mrs. Bailey, the Misses Campbell, the Misses Anderson, Col. and Mrs. Ludlow, Mr. Armstrong, Mr. Radcliff, Capt. and Mrs. Wilson, Capt. Stirling, Capt. Dawson, and many others. Mr. Alexander Nungovich brought a large party in his new car, and Mrs. Koch had a number of guests for lunch, including Mr. Laykauf, who for many years was the champion skater of Vienna.

Mr. and Mrs. Guy Repton are back again at Mena, and intend staying on till the latter end of the month, when they will in all probability leave for the Riviera.

Although H. E. Mustapha Pasha Fehmy has resumed his duties in Cairo, he is still staying at Mena, returning there every day as soon as his work is over; and he will certainly remain in his present quarters till the end of the month.

Mrs. Montague Summers has well nigh recovered from her late indisposition, and is at the present moment busily employed in the good cause of the Society for Prevention of Cruelty to Animals. No one can be long in Egypt without realizing how much this excellent work needs substantial encouragement, and we earnestly hope that the efforts now being made at Mena House may prove a very valuable assistance to the society.

Sir Nowell and Lady Salmon, with Mrs. Salmon, are still staying at Mena House, as is also Mr. F. W. Sturge, the well-known painter.

KHEDIVIAL OPERA HOUSE.

"LES HUGUENOTS."

(FROM OUR THEATRICAL CORRESPONDENT.

The "Huguenots" was distinctly a success, thanks to the admirable singing of the principals, and a distinct renaissance and vigour on the part of the orchestra and chorus—a most unexpected development. They were not wonderful in the beginning, and we all feared the worst; but when the 4th act brought in the great scene when the daggers are blessed they all united, the note and the time exactly, and acted with real conviction. They kept this up in the 5th act when the three, de Nangis, Marcel, and Valentine, are caught and dragged to their death. Indeed the Rataplan chorus was the only failure, and then only on account of a certain woodenness. Mlle Karl was singing quite well. M. Mezy was good but not always perfectly true. He seemed rather listless at times. Mlle Davilloy was, as ever, delicious, timid, but perfect when once launched into the roulades and trills which show her voice to such perfection. M. Durand as St. Brès was admirable; though he is perhaps rather passé. There are times when he and Escalais make all the rest appear amateurs. M Masa was also excellent, and his low notes especially were absolutely accurate—no such easy or usual feat! Mme Baron was not always on the note. She was inclined to sing sharp at moments; but her acting all through was very fine, and the duet in the 4th act could hardly have been bettered. Here Escalais shone: he showed us not merely lung-power—and some accuse him of that and that only—but real and genuine passion, tone, colour. His great high notes, instinct with life and depth, made one hold one's breath. True, he took great liberties in the final trio, and would not bring out the contrast to the bass; but all through he showed what a thorough master he is of his own voice and the music.

It is a great opera in many senses—perhaps too lurid and romantic for our present taste. We prefer, most of us, the overdrawn passion of modern Italy, or the vital etherealism of Wagner; but now and again romance has its hour, and Meyerbeer is not the least of its prophets. The "Tu as dit: oui, tu m'aimes" is great and beautiful music, as is the "Beauté divine, enchanteresse." There are times of exaggeration and striving, but there are episodes of real splendour, and certainly in these the artistes did distinguish themselves. It might have been hopelessly marred, and it was a real pleasure to find all working together for once to give the opera its due.

PERSONAL AND SOCIAL.

We regret to learn that Lord Cromer has been confined to bed for the last two days owing to slight indisposition.

Saad Pasha Zaghloul, Minister of Education, who is on a tour of inspection in Upper Egypt, arrived at Assiout on Saturday, and after visiting the Moudirieh and the Government school, proceeded to Sohag.

Mr. Horace Rumbold leaves Cairo this morning for Madrid, where he will take up the post of second secretary to H.B.M.'s Embassy. We need not say that the departure of Mr. and Mrs. Rumbold will leave a distinct gap in Cairo Society. As second secretary to H.B.M.'s Agency, Mr. Rumbold has done excellent work for many years, and his many friends will greatly regret his departure from Egypt.

The visit of the Radical Member for the Tyneside division of Northumberland to Egypt has aroused so much interest among the native population of the Capital that the following details of that gentleman's career should be read with interest. Mr. John Mackinnon Robertson is of Scotch origin, and was born at Brodick, in the Isle of Arran, on the 14th November, 1856. He was educated at Stirling and left school at the age of thirteen. He joined the staff of the "Edinburgh Evening News" as leader writer in 1878 and came to London in 1884 to join the "National Reformer" of Mr. Bradlaugh. After the death of that eminent Atheist in 1891, he edited the paper till its stoppage in 1893. Then he started the "Free Review" and edited it till 1895. He married Miss Maude Mosher, an American lady, in 1893, and has a son and a daughter. In 1895 he stood as Independent Radical candidate for Northampton. In 1897 and 1898 he went to the United States on a lecturing tour and in 1900 he started for South Africa to investigate martial law in Cape Colony and Natal. While there he sent a number of letters to the "Morning Leader" signed "Scrutator." In 1903 he was chosen by the Tyneside Liberal Association as its candidate, and got into Parliament at the last election. The interest he has taken in Egypt and Egyptian affairs is well known.

Mr. Robertson is a voluminous and able writer, and was one of the committee, with Huxley, Tyndall, Leslie Stephen, Haeckel, and other eminent men, who have done so much for free thought through the Rationalist Press Association. His publications include the following works:—Modern Humanists; Essays toward a Critical Method; Buckle and his Critics; Montaigne and Shakespeare: The Saxon and the Celt; The Dynamics of Religion; History of Free Thought; Christianity and Mythology; Studies in Religious Fallacy; Introduction to English Politics; The Fallacy of Saving; The Eight Hours Question; Patriotism and Empire; Wrecking the Empire; A Short History of Christianity; Letters on Reasoning; Pagan Christs; Criticisms; Essays in Ethics and Sociology; The Case for Free Trade, etc, etc. Mr. Robertson's country seat is "Viewhurst" at Westerham, in a beautiful part of Kent, and his club is the National Liberal. He is a keen cyclist and loves rowing.

Mr. Gerolimato, H. B. M.'s Vice-Consul at Harrar, has arrived at Cairo, and will come on to Alexandria in the course of the next few days.

The following were the passengers by the train de luxe for Upper Egypt on Saturday: Mr. Machners, Mr. Henquers, Baron Vistinghoff, Harari Pasha, Vicomte de Fontarce, Mr. and Mrs. Paulins, Mr. Chama, Lieut.-Col. Hon. Paring, Miss Anna Meyer, Mr. Jos. Puilto, Mr. V. Maggiora, Longfield Bey, Mr. H. Evans, Mr. Dalison, Mr. and Mrs. Gore, Miss Lord, Miss Bibely, Miss Maben, Mrs. Worthington, Mr. Joseph Attala and family, Mr. and Mrs. Treadway, Mr. Machnen, Mr. Henques, Mr. Shumira, Mr. Tyskweiz, Mr. Steinon, Mr. Sarozzo, Mr. Manswell, Mr. Schyler, Mr. Maus.

NILE TOURISTS.

List of passengers by the S.S. Prince Abbas, which left Shellal yesterday: Mr. and Mrs. A. Costello, Mr. and Mrs. H. Rose, Mr. and Mrs. Serge Yuritzino, Mr. and Mrs. M. S. Dean, Master Dean, Mrs. N. Judah, Miss Judah, Mr. and Mrs. Charles Oster, Comte and Comtesse de Ste. Croix, Miss I. Gray, Mr. and Mrs. H. B. Loomis, Mrs. G.B. Beecher, Miss G. Beecher, Admiral and Miss Dale, Mr. and Mrs. T. H. Gillespie, Mrs. and Miss W. Bremer, Mrs. E. D. Whaley, Mr. Cory Wright, Sir Benjamin Stone, M.P., Mr. J. J. Brigg, Mrs. M. P. Gill, Mr. E. P. Bacon, Rev. J. A. Rootham, Mr. E. K. Ream, Mr. N. P. Ream.

List of passengers by the P. S. Nefert-Ari, which left Cairo on Friday:

Mr. and Mrs. Schramek, Prof. Dr. C. Mauer, Mr. and Mrs. Francis Wiener, Mrs. E. H. Evans Lombe, Miss Evans Lombe, Mr. and Mrs. W. Halls, Miss Whittaker.

New Khedivial Hotel,
CAIRO.
Built in 1904. Between Shepheard's Hotel and the Railway Station. Electric Light. Lift.
Sanitary arrangements up to-date. Open all the year round.
Special terms for Government officials and Army of Occupation
NEW MANAGEMENT. 29242-26-11-907a

FIGHTING IN MOROCCO.

FLIGHT OF RAISULI

CHEREEFIAN COMMANDER WOUNDED.

TANGIER, January 5.

The Chereefian troops have attacked Zinat with artillery, losing 20 men and killing 50 of Raisuli's followers. The latter has fled to the mountains. Zinat has been set on fire. (*Havas*)

TANGIER, January 6.

Artillery shelled and partly destroyed El Raisuli's stronghold at Zinat. El Raisuli has fled to the mountains.

The commander of the Imperial force, who led the attack, and many others were wounded. Anjera Fah's tribesmen are joining the Sultan's army.

Seven Spanish officers and a proportionate number of non-commissioned officers have arrived here, prepared to commence the organisation of the police, in accordance with the Algeciras Convention. (*Reuter*)

TANGIER, January 6.

The Algerian Lieutenant Ben Sideras has left Tangier with cannon, and led the Chereefian artillery in the destruction of Raisuli's casba. The latter's flight into the mountains is confirmed. (*Havas*

THE CHANNEL TUNNEL.

ACUTE CONTROVERSY.

LONDON, January 5.

Pending the introduction into Parliament of a private bill for the construction of the Channel Tunnel, the most acute controversy, largely on party lines, is taking place. The Liberals welcome the prospect of closer ties with the Continent, while the Conservatives are opposing the scheme owing to fears of invasion. Lord Wolseley repeats his warning uttered in 1892. The "Times" endorses its military correspondent's views, and points out that the scheme would only be permissible if conscription on Continental lines were adopted. (*Reuter*)

FATAL LANDSLIP IN GERMANY.

SEVERAL BURIED ALIVE.

BERLIN, January 5.

A portion of land collapsed during the construction of the Rhine railway and two men were buried. A second collapse entombed a rescue party numbering from 30 to 40 men. Fresh falls took place throughout the night. Up to the present 10 dead bodies have been recovered. 15 injured men have been removed after terrible suffering. (*Reuter*)

THE BANK RATE.

PROSPECT OF REDUCTION.

LONDON, January 5.

The release of dividends has considerably eased the monetary stringency. It is expected in Lombard Street that the Bank rate will be reduced within a fortnight, unless the foreign monetary situation changes for the worse. (*R.*)

HIGHWAY ROBBERY IN PERSIA.

TEHERAN, January 6.

Six mounted robbers attacked the secretary of the German Legation and party, who were returning from hunting, nineteen miles from here. A dozen shots were fired. The Germans escaped, but lost their baggage. The robbers resisted the cavalry sent to punish them, and killed a soldier. (*Reuter*)

BOMB OUTRAGE IN PHILADELPHIA

PHILADELPHIA, January 6.

An unknown man, supposed to be a Russian, entered a Bank here and demanded money. On being refused, he threw a bomb which killed himself and the cashier and injured several persons.

Later.

The assassin has turned out to be a demented American Socialist. (*Reuter*)

DISTURBANCES AT LODZ.

ST. PETERSBURG, January 6.

The disturbances at Lodz continue. Ambulance work is rendered impossible by hooligans, who threaten to murder doctors attending to the wounded lying in the streets. (*Reuter*)

RUSSIAN FAMINE.

ST. PETERSBURG January 5.

The Russian famine-stricken provinces are presenting a large death-roll, chiefly caused by starvation and exposure. (*Reuter*)

THE HAGUE TRIBUNAL.

LONDON January 6.

Viscount Selby and Sir E. Satow have been appointed members of the permanent Court at The Hague. (*Reuter*)

INTERNATIONAL FOOTBALL.

ENGLAND BEATS FRANCE

LONDON, January 5.

Football, Richmond. England beat France by 41 points to 13. (*Reuter*)

NOTES FROM CYPRUS.

SUCCESSFUL CHARITY BALL AND BAZAAR

(FROM OUR OWN CORRESPONDENT.)

Larnaca, December 28th.

The great event of last week was the charity ball held in Nicosia. It had received the active support of both English and Greek ladies, who had formed themselves into a committee and planned and carried out the arrangements with much success. Lady King Harman was president of the committee, and among the most ardent supporters at its inception was Lady Hutchinson, who, having now left Cyprus for Ceylon, was unfortunately unable to be present.

Nicosia unhappily possesses no public recreation room where entertainments on a moderate scale can be given, and, under these circumstances it was of the greatest possible advantage when the members of the Greek Commercial Club generously placed their premises at the disposal of the committee for the purposes of the bazaar. The building, which is centrally situated near the Post Office, and facing the main thoroughfare, consists of two spacious rooms, unencumbered by much furniture, with another fair sized-room leading off. There were some four or five stalls tastefully decorated and in the charge of English and Greek lady stallholders. Some Turkish ladies contributed some pretty articles of embroidery which found ready sale at one of the stalls. The show was opened at 2 p.m. by Lady King Harman, who was presented by a Greek lady with a handsome bouquet of roses, and a short speech was made by his Excellency the High Commissioner, commending the objects of the bazaar and expressing thanks to those who had by their liberal efforts provided so many useful and ornamental articles, and to the members of the Commercial Club for the loan of their premises. Moderate prices were wisely charged, and buying was, consequently, brisk; the stalls rapidly underwent a process of denudation, and by five o'clock, when the admission charge was reduced and many townspeople flocked in, the bulk of the goods were sold and had disappeared.

Side shows were held throughout the afternoon, and a special feature was the dinner given from 7 to 9 p.m., which proved very attractive, and added not a little to the sociability of the occasion and to the profits realized. The two English ladies to whom the credit of this part of the entertainment was due were ably seconded by a staff of gentlemen and ladies, the former of whom, dressed as "chefs de cuisine," were kept steadily employed at carving, while the latter, daintily arrayed as waitresses, flitted to and fro fulfilling the orders of the not too captious guests with exemplary rapidity.

The gross takings of the bazaar are said to have been about £175, from which only a small sum for expenses had to be deducted. The poor of Nicosia, among whom these proceeds are to be distributed, may well be grateful for the efforts made on their behalf. In a small community such bazaars entail a very considerable amount of hard work and actual expense to those who are responsible for getting them up. If a repetition is contemplated for any future date, a certain sum might well be set aside from the present proceeds to form a fund with which goods for sale might be purchased. The Queen of Greece graciously forwarded some articles for sale, but, unfortunately, they arrived too late, a contretemps which happened also in one or two other instances. Several of our own townspeople who were in Nicosia at the time visited the bazaar and made purchases.

Perfume Farming.

It is reported that perfume farming on a somewhat extensive scale is about to be undertaken, under expert direction, in the neighbourhood of Limassol. Should this be so, a new and profitable industry may be established in Cyprus in the near future. Quite a number of plants grow well in this Island from which some of the best known essential oils are distilled or extracted for use in the manufacture of soaps and perfumes. For some years past the Agricultural Department has undertaken the distillation of origanum (thyme) oil, for which a ready sale is found in England and the Continent at remunerative prices. The plant grows wild in the forests and, doubtless, could, without difficulty, be cultivated in many of the more hilly parts of the Island. Other familiar plants here, which yield perfume oils, are the geranium, jasmine, sage, mint, orange, damask rose, cypress, and the list could yet be added to. Under skilled management these could be extensively grown and a profitable industry might easily be developed.

The Limassol Steamship Company has just issued a useful booklet, giving information respecting the mail service between Cyprus and Egypt, with a weekly itinerary for the winter months.

Residents

Returning from Europe and who have not hitherto used

HOWIE'S BUTTER

should not fail to give it a trial, before making their winter arrangements.

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RAMLEH'S FASHIONABLE HOTEL.

Full Pension P.T. 50 a day with Monthly Terms

Visitors from Cairo alight at Sidi Gaber.

Reclame Lunch, P.T. 16. — Dinner, P.T. 20,

Proprietor, C. AQUILINA, (Late of Thos. Cook & Sons)

VISITORS' LISTS.

MENA HOUSE HOTEL.

H.E. Mustapha Pashy Fehmy, Cairo; Admiral Sir Nowell and Lady Salmon, Miss Salmon, Miss Staveley, England; Col. and Mrs. Ludlow, Cairo; Mrs. and Miss Gemmill, Glasgow; Miss A. Reyner, England; Mr. and Mrs. Wentworth Shields, Iona; Mr. S. Herdman Smith, England; Mr. A. M. Mulvany, Buenos; Cap. Hon. W. Trefusis, England; Mrs. Julius Wolff, Henley; Miss E. M. Livesay, Mr. A. Burton Buckley, Mr. and Mrs. F. Critchley Salmonson, Mrs. and Miss Weyermann, England; Mrs. and Miss Handayd Dick, Glasgow; Mr. Frank Simmons, London; Sir Hugh Bell, England; Capt. Gordon Bey, Cairo; Sir Reginald L. Oakes, England; Miss Thacker, Miss Josephine Wood, Boston; Capt. R. T. Dixon, Mr. E. S. Holdsworth, England; Miss Ruck, Miss N. Ruck, Miss S. Ruck, Sussex; Miss O'Sullivan, England; Mr. and Mrs. Montagu Summers and suite, England; Mr. and Mme Bacos and family, Alexandria; Mrs. Johnston, Mr. Nicolas Johnston, St. Petersburg; Mr. and Mrs. Guy Repton and suite, the Masters Repton, Mrs. Carew Gibson, London; Mr. Otho Fitzgerald, England; Mr. S. E. Fay'e, Ireland; Mr. H. W. Topham, London; Mr. Hans Mog, Cairo; Mr. Gabriel Debbane and family, Alexandria; Mr. and Mrs. Chatterton Adams, Mr. and Mrs. Marshall, England; Miss D. H. Bell, Miss F. Eardly Wilmot, London; Miss Maria Louisa Smitmans, Miss Juana Smitmans, Chile; Mr. H Arrell Wren, Miss Foster, Miss Y. Craggs, Mrs. and Miss Macmuldrow, England; Mrs. Dodd, Mr. and Mrs. Y. Riley, Mr. R. Riley, Blackpool; Mr. and Miss Chinnery-le Gros, England; Mr. and Mrs. Zintgraff, Hoboken; Miss Marion Dumaresq, Mrs. Payne, England; Miss Pantschenko, Constantinople; Capt. Eyre, R.N., Miss Alice Eyre, Miss Bigsby, England; Mr. and Mrs. F. W. Sturge, Lintakel; Mrs. F. Gibbons, Volperro; Capt. H. W. Dumaresq, Mr. D. Richardson, England; Mr. and Mme Albert Vingon, France; Mrs. Maynell Rome; Mr. and Mrs. W. Perry Weidner, Mr. and Mrs. C. W. Pilker, Los Angeles; Mr. and Mme Amme, Cairo; Mme Audi, Paris.

Calendar of Coming Events

ALEXANDRIA.

January.

Mon. 7 Zizinia Theatre. Italian Opera Company. *Lohengrin*. 9.
Alhambra Theatre. *Door Leblanc*. 9.
Tour Eiffel Music Hall. Varieties. 9.
Tues. 8 Seamen's Home. Xmas Treat.
Thur. 10 British Club. General Meeting Amateur Athletic Club. 5.30.
Tues. 15 Khedivial Club. "At Home." 9.30.
Tues. 22 Seamen's Home. Tea given by Ramleh Ladies.

February.

Sat. 9 Khedivial Hotel. Austro-Hungarian Ball. 10.

CAIRO.

January.

Mon. 7 K.S.C. Smash Rackets Tournament.
Khedivial Opera House. French Opera. 9.
Abbas Theatre. French Comedy. 9.
Esbekieh Gardens Theatre. 9.
Shepheard's Hotel. Small Dance. 10.
Tues. 8 Accession Day Parade.
K. S. C. England v. Scotland.
Savoy Hotel. Small Dance. 10.
Wed. 9 National Hotel. R. Inniskilling's Band.
Mena House. Small Dance
Thur. 10 Ghezireh Palace. Small Dance.
Fri. 11 K.S.C. Skye Meeting. First Race, 2.30.
Zoological Gardens. Ghizeh Boys' Band. Afternoon.
Sat. 12 Shepheard's Hotel. Military Band. 4—6.
Mena House. Scotch Ladies' Orchestra. Afternoon.
Savoy Hotel. Small Dance. 10.
Sun. 13 Zoological Gardens. Ghizeh Boys' Band. Afternoon.
Tues. 15 British Agency. Nursing Lecture by Miss Watkins. 11.
Thur. 17 Railway Institute. Ball. 9.30.
Wed. 23 K.S.C. 2nd Winter Race Meeting. Ghezireh Badrane. 5-a-side Football Tournament.
Fri. 25 K.S.C. 2nd Winter Race Meeting (2nd day).
Mon. 28 Shepheard's Great Annual Ball.

February.

Fri. 1 Helouan Sporting Club. 2nd Winter Meeting.
Sat. 9 K. S. C. Skye Meeting.
Tues. 12 Ghezireh Casino. Bal Poudré.
Thur. 14 Ghezireh. Agricultural Show.
Tues. 26 Abbassieh Army and Navy Rifle Meeting. And 3 following days.

March.

Fri. 1 Helouan Sporting Club. 3rd Winter Meeting.
Tues 5 Abbassieh. Military Tournament.

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INFLUENZA

AND AFTER.

ONE TROUBLE UPON ANOTHER;
PAINS IN ALL HIS LIMBS;
EVERY ATOM OF STRENGTH GONE;
HALF CRAZY WITH NEURALGIA.
SET ON HIS FEET AGAIN,
WITH NEW LIFE IN HIS VEINS, BY

DR. WILLIAMS' PINK PILLS.

"I felt convinced that I had broken down for good, for unable to retain food or take medicine and without strength enough to enjoy a smoke, my chance was not worth much." This was the description by Mr. John Cooper, living at 443, Walker-road, Newcastle-on-Tyne, of his disastrous breakdown following an attack of influenza. Mr. Cooper remained a helpless man until he found new strength and health in Dr. Williams' Pink Pills for Pale People.

"What I imagined at first to be an ordinary cold," said Mr. Cooper, "developed until I grew very weak, and was coughing day and night. My whole body felt as though it had been flogged, and every movement caused pain. My chest became inflamed, and each deep breath cut me like a knife.

"I lost my voice, and in addition to acute pains in all my limbs, every bit of strength left my back and legs. In fact, at last I could scarcely walk. I used to perspire terribly, especially at night, when I could obtain but little sleep, but would lie restless and wakeful until morning; at times I was like a madman with the terrible neuralgia in my head. In spite of medicine and the careful attention of a skilful doctor I seemed to grow worse daily.

"Soon I could not retain anything in my stomach; every morsel of nourishment upset me I grew alarmingly weak, and my heart was so depressed that I feared it would cease beating. My cough took

A Turn for the Worse,

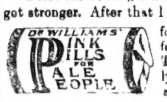
and bronchitis was added to my list of troubles. For all the world I was like a dying man despairing of ever being strong enough again for work.

"Every nerve was racked with neuralgia, my flesh became flabby and I lay day after day unfit for anything, and so distressingly nervous and weak I could not bear the least noise. Friends were

Shocked at my Altered Appearance.

Many remedies were suggested, but it was always money wasted, until finally I was advised to try Dr. Williams' Pink Pills for Pale People. So I did, but it was only after I had taken three boxes that I felt much relief. But that relief was pronounced and gave me hopes of quickly getting well.

"I lost the neuralgia first, and then my legs got stronger. After that I took to eating solid food again without fear of indigestion. Then I breathed easily. I got about a little as I continued the pills, and with improved appetite came strength and energy until one afternoon I



Enjoyed a Smoke once more.

It was like a new life to me. Then my back grew stronger, and to-day I feel as healthy as ever I was. Dr. Williams' Pink Pills put life into me and drove all poison out of my blood."

By steadily supplying Good, Rich Blood, building up the system against the ravages of deadly diseases and restoring lost strength—that is how Dr. Williams' Pink Pills for Pale People achieve so many wonderful cures. They actually make New, Rich Blood, and so cure all the disorders caused originally by bad blood, such as Anæmia, General Weakness, Decline, Backaches, Headaches, Indigestion, Eczema, Rheumatism, Sciatica, Neuralgia and Paralysis; also the ailments from which women alone suffer. Sold at shops (but take care that the full name, Dr. Williams' Pink Pills for Pale People, is on every package), or direct from the British Depot, 46, Holborn-viaduct, London, post free for 2s. 9d. a box, or six boxes for 13s. 9d.

Beck & Co's Pilsener Beer

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FEARS NO HONEST COMPETITION FOR QUALITY

N.B. — Inferior Brands now being offered to Managers of certain good circles.

Beware of sadly disposed competitors running down this very

SUPERIOR BRAND OF BEER!

KAISERLICH DEUTSCHES KONSULAT.

AUFGEBOT.

Es wird hiermit bekannt gemacht, dass der preussische Staatsangehörige WILLI MEYNE, seines Standes Kaufmann, geboren in Fohrberg, 27 Jahre alt, wohnhaft in Alexandrien, Sohn des im Alter von 71 Jahren in Fohrberg verstorbenen und dortselbst wohnhaft gewesenen Landwirts Fritz Meyne und dessen in Fohrberg wohnhaften 62 Jahre alten Ehefrau Elisabeth Meyne geborenen von der Brehlen

und

die preussische Staatsangehörige LINA EICHLER, geboren in Alexandrien, 26 Jahre alt, wohnhaft in Alexandrien, Tochter des im Alter von 71 Jahren in Alexandrien verstorbenen und ebendaselbst wohnhaft gewesenen Kaufmanns Alexander Eichler und dessen im Alter von 41 Jahren in Karlsbad verstorbenen, in Alexandrien zuletzt wohnhaft gewesenen Ehefrau Eleonore Eichler, geborenen Buonpensiero beabsichtigen, sich mit einander zu verehelichen und diese Ehe in Gemässheit des Reichsgesetzes vom 4. Mai 1870 vor dem unterzeichneten Beamten abzuschliessen.

Alexandrien, den 5. Januar 1907.

Der Kaiserliche Konsul,

29288-1 WUNDERLICH.

AVIS

Le Doyen du Corps Consulaire d'Alexandrie, chargé de procéder à l'élection des Juges-Assesseurs Commerciaux près le Tribunal Mixte d'Alexandrie, a l'honneur de prévenir Messieurs les Notables Commerçants des Colonies Etrangères que la dite Election aura lieu dans la salle du Palais de Justice le jeudi 10 Janvier courant à 3 heures 1/2 p.m.

Alexandrie, le 5 Janvier 1907.

Le Doyen,

29283-3-1 PIERRE GIRARD.

DAILY WEATHER REPORT.

ALEXANDRIA

Kom-el-Nadoura Observatory.

Direction of wind	N.E.
Force of Anemometer	Calm
State of Sea	Calm.
Barometer corrected	64 5
Evaporation	1
State of Clouds	FOGGY
During 24 hours ending 8 a.m. — Max. Temp. in the shade	20
Min. do. do.	12
Humidity of the air	90
Heat of the sun	83
Rainfall	—
Moon rises	11.14 p.m.
" sets	11.15 a.m.

REMARKS.

The weather yesterday was fine and warm, a mild N.E. breeze blowing. After midnight, however, the wind dropped and a heavy dew, more resembling fine rain, fell. This morning the whole town was covered by a thick mantle of fog, which cleared away as the day advanced.

OTHER STATIONS.

OBSERVATIONS BY SURVEY DEPARTMENT.

For the 24 hours ending 8 a.m. yesterday.

Stations.	Max. temp. in the shade.	Min. temp. in the shade.	Stations.	Max. temp. in the shade.	Min. temp. in the shade.
Port Said	21	11	Merowe	31.7	13
Suez	20	7	Abbara	34	16
Heliopan.	22	6.3	Suakin	29	25
Ghizeh	19.8	5.3	Khartoum	34	17
Assiout	21	4	Kassala	36	18
Assouan	17	13	Wad Medani	34	17
Wady Halfa	26.8	12.8	Dueim	34	19

FOREIGN STATIONS.

Stations.	Barom.	Wind	Temp.	State of Sea
Trieste	766.1	Light	8	Slight
Malta	761.6	Almost calm	15.8	Slight
Brindisi	760.6	Light	9. 7	Rather rough
Athens	763.7	Very light	17.0	Slight
Limassol	764.9	Very light	18.3	Slight

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CALCUTTA. BOMBAY.

SCIENTIFIC SIGHT TESTING

MADRAS. RANGOON.

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NOTICE is hereby given to holders of Share Warrants in the above Company that to enable the Holder to attend in person or by proxy at the Ordinary Meeting of the Company Share Warrants should be deposited without delay at one of the under mentioned Banks:—

The National Bank of Egypt.
The Bank of Egypt, Ltd.
The Anglo Egyptian Bank, Ltd.
The Imperial Ottoman Bank.
The Banque de Salonique.
The Banque d'Athènes.
The Crédit Lyonnais.

On depositing their Share Warrants Holders will be given in exchange a form of proxy, with a receipt for the Share Warrants endorsed thereon and such proxy should be signed in the presence of a witness and should be sent to Maître L. Carton de Wiart, Standard Building, Cairo, before the 10th January 1907, to be deposited by him at the Registered Office of the Company in England.

(Signed) C. G. MEIMARACHI.

29285 2-1 GEORGE NUNGOVICH BEY.

The Ritz Hotels (Egypt) Limited.

NOTICE IS HEREBY GIVEN that on and after the 7th of January 1907 Provisional Certificates can be obtained on application at the Company's offices, 6 Rue de l'Ancienne Bourse, Alexandria, between the hours of 10 and 12 a.m. in exchange for allotment letters having the shares therein fully paid up, along with the Bankers' receipt for money paid on subscription.

Shareholders will have to deposit their letters of allotment and Bankers' receipts, along with application for Provisional Certificates, two clear days for verification at the Company's offices.

Shareholders, before receiving Provisional Certificates, will have to pay into the Company's office the stamp duty on the Bearer Warrant for which the Provisional Certificates will eventually be exchanged.

Application forms for Provisional Certificates may be had at the offices of the Company.

ERROL KERR,
29279-3-2 Local Secretary.

NOTICE.

The Associated Cotton Ginners of Egypt Limited offer for sale a plot of building land of about 15,000 square metres, at Mansourah, rue Kuanturet Kafr el Badamas (formerly the Planta Usine) of which the buyer will take possession in November 1907. For all particulars apply to the Head Office: Old Bourse-street (Central Buildings) Alexandria; or to the Usine de la Société ex Planta, Mansourah.

292. 3-1-7-2

NOTICE.

MESSRS. F. PHILLIPS & Co., Tailors, Cairo, hereby give notice that Mr. Albert Bonfanti has left their employ since December 30th, 1906, and is not authorised to collect accounts for them after this date. Receipts given in their name henceforward will not be considered valid. 29284-1

KHEDIVIAL MAIL STEAMSHIP AND GRAVING DOCK COMPANY LIMITED.

NOTICE is hereby given that at the Annual General Meeting of this Company held at London on the 14th December 1906, it was decided to pay a dividend of 10 per cent. on the Ordinary Shares for the year ending 30th June 1906.

Holders of Share Warrants to Bearer will be paid their dividend at the rate of 2/- per share, less income tax, against presentation of Coupon No. 4 on and after the 31st December 1906, at the Imperial Ottoman Bank, Alexandria, or at Messrs. Glyn, Mills, Currie and Co., Lombard Street, London, E.C.

Registered holders of Ordinary Shares will receive their Dividend Warrants by post.

Alexandria, 17th December, 1906.

29112-16.A 10

BANQUE d'ATHENES.

Messieurs les Actionnaires sont convoqués en Assemblée Générale Extraordinaire le Samedi 30/12 Janvier 1907, à 11 heures du matin, au Siège Central à Athènes.

ORDRE DU JOUR

Election du Directeur Général en remplacement de feu Jean G. Pesmazoglu.

Aux termes de l'article 35 des statuts, ont seuls droit de prendre part à l'Assemblée, les Actionnaires possédant au moins 50 (cinquante) Actions.

Les Actions devront être déposées, d'après l'article susmentionné, à Athènes au Siège Central, ou dans toute autre Banque autorisée; pour la Grèce, la Crète ainsi que Alexandrie, le Caire, Londres, Constantinople, Smyrne et Salonique, dans les Succursales de la Banque, et à Paris, à la Banque de l'Union Parisienne.

Les récépissés du dépôt des titres ainsi que les pouvoirs devront être adressés au Siège Central (Service des titres) jusqu'au 25/7 Janvier 1907, au soir, où il sera délivré aux Actionnaires une carte d'admission pour l'Assemblée.

Athènes le 29/11 Décembre 1906.

Le Président du Conseil d'Administration

M. JORDANOPOULO

29101-12A.-8

Sudan Government

NOTICE.

Persons importing Egyptian Labourers to work in the Sudan are recommended to enter into a written contract with them. This contract should be explained and signed by the Labourers in presence of an official or other reliable witness. 29285A-30-10-907

CORRESPONDANCE

Nous ne sommes pas responsables des opinions émises par nos correspondants, mais nous nous réservons, dans un esprit de critique permettue—dans certaines limites nécessaires—le libre discussion.

LE CANAL MAHMOUDIEH.

Monsieur le Directeur
de l'"Egyptian Gazette."

J'apprends que la question du Canal Mahmoudieh est de nouveau sur le tapis, et que très prochainement le projet du nouveau Canal Nonzha-Mex serait adopté sans tambour ni trompette, et surtout sans consultation apparente des intéressés.

Il est certes très beau de vouloir améliorer la situation existante à coup de millions, en dotant la navigation fluviale à Alexandrie d'un canal nouveau, d'entrepôts, de moyens de déchargement rapide, mais encore est-il indispensable, me semble-t-il, de ne pas se contenter d'un projet purement administratif. Les grands travaux que l'on projette doivent profiter au Commerce et uniquement au Commerce de l'Egypte, tant à l'importation qu'à l'exportation ; par conséquent, il est au moins raisonnable que le Commerce soit consulté soit par voie de referendum, soit par l'entremise de ses corps constitués, en l'espèce les Chambres de Commerce des diverses colonies, les associations du Commerce d'Importation et d'Exportation. Il ne semble guère que l'on veuille entrer dans cette voie, et pour ma part, je tiens au moins à protester hautement contre ce projet, d'abord parce qu'il n'a pas été élaboré et discuté publiquement, ensuite parce qu'en admettant sa prompte exécution, il ne s'écoulera pas moins de nombreuses années avant qu'un bateau circule sur ce canal et que les docks, quais, grues, etc., soient en état de rendre des services.

Que fera-t-on en attendant ?

On nous laissera patauger dans les vases du Canal actuel, qu'on se gardera bien naturellement d'améliorer énormément, puisqu'il doit devenir, d'après le nouveau projet, une sorte de bassin sans issue.

Non, vraiment, le nouveau projet n'a pas du tout mes sympathies. On possède actuellement un canal qui depuis la prise d'eau de l'Atfeh jusqu'à Minet-el-Bassal ne gêne aucunement le trafic des voies ferrées ; ce canal a sa rive gauche inoccupée jusqu'au cœur de Minet-el-Bassal, et offre donc une occasion splendide de l'élargir. Au lieu de cela, on se propose d'établir un nouveau bras de canal partant du Jardin Nonzha, coupant la voie ferrée Gabbari Mallaha juste à la fin des gares de triage et de formation actuelles qui devront encore être agrandies dans peu de temps.

Voilà donc les deux grands courants du trafic des marchandises de l'Egypte, le Chemin de Fer et la Navigation Fluviale qui, près de leur point de départ commun, se rencontrent pour se contrarier mutuellement. Il est évident qu'il faut que le pont qui se trouvera au croisement du Canal s'ouvre à certaines heures. A ces moments-là, que ce soit le jour ou la nuit, il faudra pendant certains espaces de temps, dont le minimum me semble être une heure, arrêter le mouvement du Chemin de Fer. D'un autre côté, le Chemin de Fer, administration gouvernementale, établira l'horaire d'ouverture des ponts comme cela lui conviendra, et la navigation fluviale se trouvera encore une fois en mauvaise posture, car si nous considérons simplement le mouvement actuel des barques aux abords des ponts, ce n'est pas une ouverture d'une heure, trois ou quatre fois par 24 heures qui pourra suffire pour régulariser le trafic fluvial, s'il continue à se développer comme il le fait depuis deux ans, ce dont je n'ai pas l'ombre d'un doute.

Pour s'en rendre compte, il faut aller la nuit examiner comment s'effectuent dans les conditions actuelles le passage des barques au Mahmoudieh, et il faut aussi aller se promener près de la digue du chemin de fer Mellaha-Gabbari la nuit ; on y verra le mouvement incessant des trains et des rangées de wagons qui manœuvrent sur ces voies ferrées mieux éclairées que n'importe quelle rue d'Alexandrie.

Je crois en avoir assez dit sur le pont ; passons au canal à travers le Lac Maréotis. C'est un travail peu ordinaire que de creuser un canal dans les vases d'un lac qui n'a pour lui qu'un avantage, son peu de profondeur. Il faudra un certain temps, me semble-t-il, pour que les mers de remblai entre lesquels coulera le futur canal soient terminés et surtout établis d'une façon assez solide. Au point de vue de l'art de l'Ingénieur, ce sera un beau travail ; au point de vue du Trésor Egyptien, autrement dit de notre poche à tous, ce sera une belle dépense. Mais enfin, admettons que ce tronçon du canal s'achève sans incident et parlons des installations de tous genres dont ses rives vont être pourvues au Mex.

L'endroit exact n'est pas encore bien déterminé ; le canal aboutira dans la mer, près du Sémaphore, ou bien au-delà près de l'Abattoir, a-je lu quelque part.

Pour le tronçon de canal, s'étendant du Lac à la mer, il est question d'en faire un bras de mer avec une écluse à l'endroit où le canal débouchera du lac Maréotis. Ce bras de mer serait le noyau d'un quartier des entrepôts, il serait bordé de larges quais permettant une prompte manutention des marchandises au moyen d'appareils de levage perfectionnés. C'est là que viendraient s'emmagasiner d'un côté les produits du pays destinés à l'exportation et de l'autre les nombreuses marchandises à transporter vers l'intérieur du pays. On aurait là des installations spacieuses et du terrain pour bâtir des chounahs et des magasins tant qu'on voudrait.

C'est très bien, mais déplace-t-on ainsi, à une telle distance de son emplacement actuel, tout le quartier des entrepôts d'une ville, quartier à sa physionomie spéciale, et où le terrain ne manque pas encore pour le développer. D'un autre côté, est-on bien sûr que du jour au lendemain, l'on verra sortir de terre des entrepôts au Mex. Pense-t-on que de gaieté de cœur, les exportateurs vont aller abandonner leurs chounahs actuelles et s'installer trois kilomètres plus loin. De plus, la spéculation sur terrains va nécessairement s'en mêler, et l'on risque fort de voir ce nouveau quartier des installations maritimes avoir des débuts difficiles, à cause du coût élevé des terrains, tandis que Minet-el-Bassal sera plus encombré que jamais de marchandises.

Si réellement le projet du nouveau canal doit être mis à exécution, il est absolument nécessaire que le Gouvernement demeure propriétaire de tous les terrains où des magasins doivent s'élever, construise lui-même les entrepôts et les loue ensuite aux particuliers, comme cela se fait dans les grands ports maritimes d'Europe. Sinon, rien d'étonnant à un échec du projet, si on laisse la spéculation s'en mêler, et vous pouvez être assurés qu'elle est déjà très occupée de ce côté-là, sans en avoir l'air. Un dernier mot au sujet de l'utilisation pratique du canal dans sa section maritime : il est évident que les allèges pouvant venir accoster le long des entrepôts sans perdre un long temps à des écluses, auront un grand avantage, de même que les chalands à vapeur qui pourront ainsi circuler facilement dans le port. Mais que l'on fasse bien attention à la façon dont on va protéger l'entrée du canal dans la rade. La mer est bien traîtresse de ce côté-là et s'il n'entre pas en première ligne de compte d'établir des jetées et des brise-lames capables d'assurer l'accès du canal à toutes les embarcations par tous les temps, on risque encore bien d'avoir des mécomptes. Il est vrai que l'on construit un nouveau brise-lames près de l'Abattoir, perpendiculaire à la côte, précisément afin de rendre la rade de notre port accessible par tous les temps : reste à voir si ce brise-lames sera suffisant et si d'autres travaux d'art ne seront pas indispensables. Qu'on se souvienne des mécomptes de la cale sèche à côté du Sémaphore.

Comme fiche de consolation, on annonce en même temps que l'on s'efforcera de remédier le mieux possible au trafic toujours croissant du Mahmoudieh actuel devenu trop étroit et insuffisant, dont on supprimera les écluses. Ce sont des promesses, mais il semble que depuis deux ans que le trafic du port d'Alexandrie s'est élevé au-delà de toute prévision, ni le Gouvernement, ni la Municipalité n'ont fait un pas pour améliorer l'acheminement des marchandises vers l'Intérieur par la voie fluviale.

On répondra à cela que le Gouvernement possédant les chemins de fer n'a pas trop à favoriser la voie d'eau. C'est possible, mais la Municipalité qui cherche à arrondir son budget par des taxes nouvelles, est-ce pendant bien la première intéressée au développement rapide de la ville d'Alexandrie, spécialement au point de vue commercial et industriel. Qu'a-t-elle fait pour le Canal ? Elle a décidé d'exécuter trois ponts et c'est tout.

On ne peut cependant pas aller se promener au Canal du Gabbary ou qu'aux Champs Elysées, sans se demander comment il est possible que l'on n'ait encore rien essayé de faire pour améliorer le trafic fluvial.

Ceci pourrait se faire immédiatement, en attendant l'achèvement du fameux nouveau canal ; le Canal actuel serait ainsi utilisé jusqu'au maximum de son rendement possible.

Puisque chacun y va de son petit projet, voici le mien :

A partir du dernier pont sur le Canal (Pont Zulficar,) jusqu'au coude devant l'Usine des Tramways, expropriation sur une profondeur de quarante mètres des constructions de la rive droite (côté de la ville) et abaissement de celle-ci à la cote de 3 mètres au-dessus du niveau du Canal. Il n'y a là que quelques vieilles chounahs ; ce serait donc facile. Au coude devant l'Usine des Tramways se trouve un vaste terrain en contre-bas de la route, du côté du Lac, et compris entre le Canal, le Chemin de fer, et l'Usine à Riz de MM. Bomonti. Il s'agirait d'utiliser ce terrain comme bassin réservé uniquement aux Sociétés de navigation fluviale. On aurait là une vaste superficie d'eau bordée de quais, de magasins et de grues, où les chalands pourraient évoluer sans encombrer comme à présent le Canal. Par le fait même du creusement de ce bassin, les rives du Canal dégarnies des dépôts des compagnies de navigation fluviales redeviendraient libres, et pourraient être bordées de quais.

En même temps, on devrait exproprier les terrains sur les deux rives du Canal, depuis l'Usine des Tramways jusqu'à la rue Ragheb Pacha, sur une largeur de trente mètres pour y établir des entrepôts et des quais de quinze mètres de large. On aurait ainsi immédiatement et facilement le moyen de soulager la partie de Minet-el-Bassal comprise entre les ponts, qui est absolument congestionnée, à cause du peu d'endroits où l'accostage des barques et chalands soit possible en raison de la hauteur ridicule des murs du Quai.

Entre le Pont Vieux et les Ecluses, il conviendrait aussi de faire disparaître les Chounahs comprises entre les magasins du Chemin de Fer et la rue longeant le Canal, pour établir là un quai de débarquement avec rampes au bord du canal et une large rue donnant accès aux deux portes de la Douane de ce côté là où le mouvement est intense.

On fera ainsi rendre au Canal dans cette partie-là des services qu'il ne rend pas actuellement et on augmentera beaucoup, par le fait même, sa capacité utilisable.

Je ne donne ici que les grandes lignes d'un projet, mais j'engage tous ceux qui ont à cœur les vrais intérêts du commerce Alexandrin et en particulier les exportateurs à se rendre sur les lieux et à examiner par eux-mêmes si ce que je propose n'est pas réalisable en fort peu de temps. Il y a certainement moyen d'élever encore de 50 % la capacité d'utilisation actuelle du canal, et cela par des travaux simples, évidemment coûteux, mais qui auront l'approbation de tous ceux qui ont des intérêts dans le commerce de notre ville.

Une véritable ruche d'établissements industriels commence à se former le long du Canal ; toutes ces industries sont une source de prospérité nouvelle et directe pour la ville ; on doit donc aussi tenir un peu compte de leurs intérêts et bien se dire que ce n'est pas seulement pour avoir de l'eau facilement pour leurs chaudières qu'elles sont venues là, mais aussi pour être à proximité du chemin de fer et d'un canal.

Je prends maintenant la question à un autre point de vue : le charroi des marchandises par charrettes. Supposons que Minet-el-Bassal garde son aspect actuel et son trafic d'aujourd'hui. Conviendra-t-il d'amener au Mex du Coton à embarquer sur vapeurs. Il n'est pas toujours dit que les chalands à vapeur iront se mettre dans le port le long du bord des vapeurs pour y livrer directement leur cargaison ; il y aura donc des frais élevés de transport par charrettes, ce qui amènera forcément les exportateurs à faire toujours arriver le coton à Minet-el-Bassal de préférence. De même pour les marchandises à expédier dans l'intérieur du pays, leur convoyage jusqu'au Mex nécessitera des frais de charrettes importants, et leur transport par allèges de la Douane ne conviendra guère.

Non, qu'on améliore le Mahmoudieh immédiatement par tous les moyens possibles : qu'on s'efforce d'abord de donner immédiatement satisfaction aux besoins présents de la navigation fluviale. Pourquoi ne donne-t-on même pas actuellement au canal sa largeur réelle, et ne le drague-t-on pas. A chaque tournant du Canal en ville, il y a des bancs de sable et de vase. Près de l'Usine des Trams, les riverains plantent leurs légumes, en contre-bas de la berge. En face de la Kafr Zayat Cotton Co une mahonne est coulée juste au milieu du canal, depuis longtemps.

Pourquoi n'y a-t-il pas un fonctionnaire spécial chargé de la surveillance du Canal, et du contrôle de ce qui s'y passe. On décide de creuser un nouveau canal à coup de millions, et on ne s'occupe même pas de vérifier comment est utilisé le canal actuel.

Le jour où l'on pourra prouver au commerce Alexandrin qu'il y a impossibilité absolue à tous points de vue d'améliorer le régime actuel du Mahmoudieh, ce jour-là, l'établissement d'un autre canal sera évidemment nécessaire, et je serai le premier à m'y rallier. Mais je persiste à croire que ce n'est pas le cas en ce moment.

Nous venons de recevoir la communication ci-dessus d'un grand négociant de notre ville. La liberté de discussion nous fait un devoir de la publier, bien que nous ne partagions aucunement les vues de son auteur, et cela pour les raisons que nous exposons dans notre article de fond d'aujourd'hui.

(*N.D.L.R.*)

Administration des Chemins de Fer de l'Etat Egyptien

AVIS

L'Administration des Chemins de fer et des Télégraphes de l'Etat a l'honneur d'informer le public qu'elle recevra jusqu'au 26 Janvier 1907, à midi, des offres pour l'extraction et la fourniture, de 50,000 mètres cubes de ballast provenant de la carrière de Khatatbeh, et ce conformément aux clauses et conditions du Cahier des Charges dont on peut prendre communication au Service Central de la Voie et des Travaux au Caire.

Pour être admis à concourir le soumissionnaire devra verser au préalable à titre de dépôt provisoire L.E 50 et joindre le reçu à son offre.

Dans le cas où il serait déclaré adjudicataire, il devra dans un délai de 24 heures à partir de la réception de l'avis qui lui sera donné, compléter ce cautionnement provisoire et le porter à L.E. 250.

Les offres devront être accompagnées d'une feuille de papier timbré de 20 millièmes et réglées conformément au modèle de soumission annexé au cahier des charges dont on peut obtenir copie au Bureau Central du Service de la Voie contre paiement de P.T. 5.

Elles seront adressées par la Poste sous pli recommandé à :

"Monsieur le Directeur Général
des Chemins de fer et des Télégraphes de l'Etat
Caire."

et sous double enveloppe, l'intérieure portant la souscription suivante :

"Offre pour l'extraction et la fourniture de ballast de Khattatbah."

L'Administration n'est pas tenue d'accepter l'offre la plus basse, ni de donner suite aux soumissions présentées.

Le Caire, le 4 Janvier 1907. 29273-2-1

AVIS

Faisant suite à son avis du 24 Décembre 1906, l'Administration des Chemins de fer de l'Etat a l'honneur d'informer le Public que dans l'intérêt du service, un changement a été apporté à l'organisation des Magasins de Marchandises à Gabbary à partir du 1er Janvier 1907.

1. Les opérations qui se faisaient dans le Magasin dit "de Tanta" se font dans celui dit "de Charkieh."

2. Celles qui se faisaient dans le "Charkieh" se font dans celui de la "Haute Egypte."

3. Celles de la "Haute Egypte" dans celui de Tantah.

Le Caire, le 5 Janvier 1907. 29280-2-1

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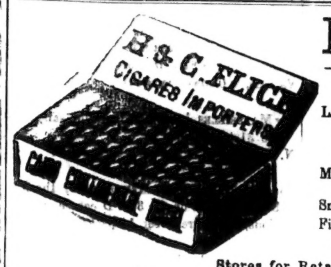

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AN ENGLISH private family would like to receive a few paying guests in their select home, Kasr-el-Nil quarter, behind New Museum ; English preferred. Write, "E.L.B.," Poste Restante, Cairo. 29265-6-3

A LADY speaking French, German, and English fluently, piano and painting, seeks situation as Lady's Companion or Governess. Apply, No. 29289, "Egyptian Gazette" offices. 29289-6A-1

ARCHITECT'S-ASSISTANT, English, with first-class London experience and slight knowledge of French, at present in Egypt, desires position in Cairo or Alexandria. Address, No. 29286 "Egyptian Gazette" offices. 29286-4-1

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ENGLISHMAN seeks employment as Secretary, Agent, or in any other capacity. Highest references. Address, No 29213, "Egyptian Gazette." 29213-8-8

E. GALLANOPOULOS, collaborateur H. Fkiaroyannides, rue Antoniades No. 3 à coté de la rue Chérif Pacha, Alexandrie, Egypte. Costumes sur mesure pour hommes et costumes tailleur pour dames. Dépôt d'étoffes des meilleures maisons de France et d'Angleterre. Prix défiant toute concurrence. 29216-20-7

ENGINEER (28), Austrian, speaking English, French, German, Italian, Arabic, with great experience in erection, driving, and repairing all sorts of machinery, good electrician, seeks position ; prefers to take charge of plant. Offers with full particulars to A. Do., post. rest, Cairo. 29268-3-3

FOR SALE.—Rubber-tyred Victoria in good condition, harness and pony. Apply No. 29205 "Egyptian Gazette." 29205-6A-5

FOR SALE.—Hungarian Horses, young, 5 à 7 metres high, of different colours. Apply to V. Karadja, Bar-Café Constantinople Okella Monferrato, (N. Kypriadou), Place des Consuls. 29276-6-1

FUER mein Bureau suche eine tuechtige Kraft Deutsch-Schweizer bevorzugt. Verlangt wird : Deutsch, gute Hand Schrift und Buchhaltung. Offerten etc., an No. 29,239 "Egyptian Gazette" Office, Alexandria. 29,239-12-6

FOR SALE, owing to Regiment being for home service, two very large Indian Marquees. Can be seen at the camp of the Royal Inniskilling Fusiliers, Abbassieh, between the 5th and 14th January, on application to the Mess President. 29257-6-4

FOR SALE—American-built buggy in good condition ; also brown nickel-plated harness. Box 239, Alexandria. 28625-12

GENUINE LOUIS XV. table, beautifully carved in rosewood, for sale. Apply, No. 29260 "Egyptian Gazette." 29260-6-3

FOR SALE.—Villa and 2,000 metres, opposite Gezira Grotto, L.E. 11,000. Apply, A.T. McKillop, Maghagha. 29266-6-1

GEORGES D. MACRI, Marchand-Tailleur, rue Tewfik Pacha, No. 27 ; Maison fondée en 1900 ; Représentant de MM. Fred. Watts & Co. de Londres. 29196-12-9

MOTORCAR for sale, 2 cylinder "Minerve" 10/12 H.P., 4 seats ; all accessories. Exceptional occasion. Particulars, "Motor," P.O.B. 887, Cairo. 29155-12-10

PANAYOTIDIS A.— Chemises sur mesure, Faux-cols, Chemises de nuit, Caleçons, 7, Rue Rosette, 7 — Téléphone No. 1572 ; Atelier de Lavage et Repassage, Rue Toussoun Pacha, 17 (à côté de l'Ecole Suisse), Alexandrie. 29200-12-9

PENSION IORIO.— Rue Chérif Pacha No. 1, Alexandrie. Chambres meublées. Abonnements mensuels pour nourriture seulement L.E. 4. 29182-6A-6

TRUSTWORTHY Clerk and Translator, Arabic, English, French, requires employment ; great experience ; excellent testimonials ; salary about £10. Apply No. 29255 "Egyptian Gazette." 29255-6-4

VILLA ANNA.—First-class Nursing Home Just opened. Fitted with latest hygienic appliances and up-to-date in every respect. Most salubrious and quiet situation, surrounded by gardens. Separate rooms to let, with or without pension, to non-invalids. Electric light. Telephone. 12, rue Amir el Bahr, Champs Elysées, Alexandria. 29142-38A-8

WANTED a Clerk with a thorough knowledge of typewriting and shorthand ; must understand English thoroughly. Apply, enclosing references, salary required, &c., to "E.C.L.," care of "Egyptian Gazette," Cairo. 29281-3-1

WANTED a Clerk with a good knowledge of bookkeeping ; must speak French or English. Apply, enclosing references, salary required, &c, to "E.C.L.," care of "Egyptian Gazette," Cairo. 29282-3-1

Municipalite d'Alexandrie

AVIS.

Liste Electorale Municipale du College des proprietaires pour l'année 1907

Le public est informé que la liste électorale municipale du collège des propriétaires pour l'année 1907 est affichée du 5 au 20 Janvier 1907 au Gouvernorat, à la Bourse Khédiviale et à la Municipalité, où toute personne pourra la consulter.

Les personnes qui auraient des réclamations à faire pourront les présenter jusqu'au 31 Janvier 1907 à M. le vice-président de la Commission Municipale, lequel en référera à cette assemblée qui statuera en dernier ressort.

En cas de réclamation, les personnes intéressées devront produire les justifications nécessaires (quittances de l'impôt de la propriété bâtie).

N. B. Pour être inscrit sur la liste des propriétaires, il faut l'être sur la liste électorale générale.

Alexandrie, le 3 janvier 1907.
Le Gouverneur d'Alexandrie.
29261-3-2 M. IRADI.

Davies Bryan & Co.
CONTINENTAL HOTEL BUILDINGS CAIRO.
ST. DAVID'S BUILDINGS ALEXANDRIA.
AND 35-37 NOBLE STREET, LONDON, E.C.

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NEW BLUES
NEW GREYS
NEW TWEEDS
NEW OVERCOATINGS
NEW VESTINGS

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ALL GARMENTS CUT BY EXPERIENCED ENGLISH CUTTERS.

Fit and Style Guaranteed.

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NEW TIES
NEW SHIRTS
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STRAW HATS
FELT HATS
SILK HATS
HELMETS
CAPS
PANAMAS

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Very special Lines in Household Linens, Blankets, Flannels, Flannelettes, etc.

A large and Artistic selection in Cretonnes and Art Muslins suitable for Curtains and Coverings.

The Largest and Best Stock in Egypt of Bags, Trunks, and all travelling requisites.

Davies Bryan & Co.
Cairo & Alexandria.

Circulaire H. De Vries et Boutigny

NOTES ET CRITIQUES

Le Caire, samedi 5 Janvier 1907.

Le taux de l'escompte libre à Londres a été à nouveau réduit hier de 1/8 à 5 pour cent. Au Stock Exchange, le Consolidé anglais a encore haussé de non moins de 3/8 à 87 1/4. L'Unifiée est restée invariée à 102 1/4, de même que la National Bank à 28 1/2, l'Agricole à 9 5/8, la Daïra à 17 1/2 et la Delta Light à 12.

A Paris, le Crédit Foncier Egyptien est demeuré inchangé à 783. La Banque d'Athènes a regagné 1 franc à 140.

* * *

Notre marché des valeurs tend à prendre une physionomie générale de plus en plus satisfaisante. Ce matin, nous avons eu une séance très animée avec des transactions abondantes. La fermeté reprend décidément le dessus, et la demande recommence à prédominer l'offre. Le mouvement a principalement porté sur les Nungovich et Egyptian Hotels, les Entreprises Immobilières et Travaux, l'Epargne Immobilière, l'Express Nile, les Jouissances Eaux du Caire, la Delta Land, la Cassa di Sconto, la Banque d'Athènes, la Daira, etc.

La National Bank s'est maintenue à 28 7/16, de même que l'Agricole à 9 5/8 11/16. La Cassa di Sconto a réactionné à 290. La Banque d'Athènes a gagné 3 francs à 137 138. Le Comptoir s'est raffermi à 8 1/8 3/16 et sa part à 94-95.

Le Crédit Foncier a été mieux tenu à 779. La Daïra a avancé à 17 5/8-11/16. L'Union Foncière est à 6 1/4-5/16.

Ainsi que nous l'avions fait pressentir hier, l'action Entreprises Immobilières et Travaux a passé de L.E. 15 à 17 1/4, en très bonne demande. En Bourse on s'attend généralement à ce que des surprises encore plus agréables soient réservées bientôt aux détenteurs de ce titre. La part de fondateur a haussé de P.E 160 à 174 pour clôturer à 170.

La part de fondateur Epargne Immobilière a haussé graduellement de P.E 143 à 170, acheteurs. Les vendeurs se font de plus en plus rares. On prévoit en Bourse une forte nouvelle poussée, car les acheteurs ne trouvent pas de contrepartie et veulent quand même prendre position.

Tout aussi favorisée, la part Express Nile a passé de 142 à 158 en forte demande.

En très bonne tenue, les Jouissances Eaux du Caire ont encore bénéficié de 7 francs à 294. La part de la Société Egyptienne de Publicité a atteint P.E. 350.

Dans le groupe des valeurs hôtelières, les Nungovich se sont consolidés à 22 7/8. Les Egyptian ont avancé à 12 9/16-5/8.

Parmi les petites valeurs, les Delta Land se sont maintenus fermement à 4 3/4. La part de fondateur Estates a progressé à 21 5/8. Les New Egyptian ont avancé à 33 sh. 3 et les Oasis à 1 3/16.

* * *

Hier matin, vers 10 heures et demie, la fiche portant les noms de MM. H. de Vries & Boutigny a été enlevée du tableau des Agents de change, apposé à la Bourse du Caire, sur lequel figure la nomenclature de tous les membres de la Corporation.

Après avoir fait constater le fait par plusieurs témoins, MM. H. de Vries & Boutigny ont aussitôt fait sommation, par voie d'huissier, à M. Paul Oziol, en sa qualité de président de la Corporation, d'avoir à rétablir immédiatement leurs noms sur le tableau; faute de quoi, M. Paul Oziol serait tenu responsable de tout préjudice moral et matériel pouvant résulter de cette subtilisation.

Or, après avoir reçu signification de la sommation, ce matin vers 9 h. 30, M. Paul Oziol a donné incontinent les instructions nécessaires pour que cette plaisanterie de mauvais aloi prît fin, et les noms de MM. H. de Vries & Boutigny figurent actuellement à nouveau sur le tableau.

Il serait, nous en convenons, ridicule d'attacher une importance outrée à ces agissements. Toujours est-il qu'ils établissent éloquemment l'état d'esprit qui règne chez les gens auxquels la Corporation a confié le mandat de régir le marché financier de la capitale.

* * *

Il y aura cessation d'affaires à la Bourse du Caire lundi prochain 7 Janvier à l'occasion de la Noël grecque et, très probablement, le lendemain mardi 8 Janvier, anniversaire de l'avénement de S. A. le Khédive, l'établissement de la rue Maghrabi se disant "Khédivial."

Dans ce dernier cas, le prochain No de notre Circulaire ne paraîtrait que le mercredi 8 Janvier 1907.

* * *

Le procès intenté par la Société Générale de Paris à MM. Oziol, Jabès et Cie. en réclamation de francs 289.553,10, représentant le montant au principal de 2,132 actions, reliquat des 4000 souscrites lors de l'augmentation du capital de l'Ibrahimieh Ploughing Co., a été appelé ce matin par devant la Chambre commerciale du Tribunal mixte de première instance du Caire (No du rôle général 1287, XXXIIème année judiciaire).

Me Carton de Wiart s'est présenté pour la Société Générale de Paris et Me Fatica pour la maison Oziol, Jabès et Cie. L'affaire a été renvoyée pour être plaidée au samedi 23 février prochain.

NOTICE.

ANY intending purchaser of a CARRIAGE, or MOTOR VEHICLE, should write for a copy, (which will be forwarded *gratis*) of Messrs. OFFORD & SONS' monthly list of second hand carriages, omnibuses, and motor cars; to 94, Gloucester Road, London, S.W. 28899-12*-10

SHIPPING MOVEMENTS.

ALEXANDRIA HARBOUR.

ARRIVALS

January 4.

L. H Carl, Dan. s. Capt. Loenzen, Hudikswall, Barber & Son.

Michele Arcangelo, Rus. s. Capt. Croce, Marseilles, Messageries Maritimes.

January 5.

Ismailia, Brit. s. Capt. Anderlich, Constantinople and Piræus, Khedivial Mail.

Eptanissos, Greek s. Capt. Coundouris, Galatz, Maouni.

Euphrate, Rus. s. Capt. Tchelow, Constantinople and Port Said, Cie Russe.

Vesta, Aust. s. Capt. Cosulich, Constantinople and Port Said, Austrian Lloyd.

Athènes, Greek s. Capt. Catramatos, Adalia and Crete, Kechayas.

January 6.

Helios, Aust. s. Capt. Bergoglian, Trieste and Beyrouth, Austrian Lloyd.

Brabant, Belg. s. Capt. Wiers, Antwerp, Kalfaian.

Poldhu, Brit. s. Capt. Hamley, Cardiff, Barber & Son.

Leros, Greek s. Capt. Nicoloudis, Batoum and Metelin, Maounis.

Midlothian, Brit. s. Capt. Shearer, Leith and Malta, Grace & Co.

Averoff, Greek s. Capt. Maroulis, Trebizonda and Piræus, Cavafakis.

DEPARTURES

January 5.

Urano, Aust. s. Capt. Georgevich, Brindisi and Trieste.

Cleopatra, Aust. s. Capt. Ivellich, Brindisi and Trieste.

Prince Abbas, Brit. s. Capt. Findlay, Syria.

Bosforo, Ital. s. Capt. Claves, Brindisi and Venice.

Marie Reine, Greek s. Capt. Pittas, Constantinople.

Euphrate, Rus. s. Capt. Cheloff, Port Said and Odessa.

Cragoswald, Brit. s. Capt. Richards, Constantinople, in ballast.

Manud, Brit. yacht, Capt. Bayre.

Frosso, Greek s. Capt. Coulouros, Marseilles.

Ros, Swed. s. Capt. Johansen, Hull.

Livonia, Dan. s. Capt. Skone, Zea, in ballast.

January 6.

Armonia, Ital. s. Capt. Carlevaro, Syria, with part of previous cargo.

Hermod, Norv. s. Capt. Gabsurll, Odessa, in ballast.

Normand, Norv. s. Capt. Molving, Cyprus, in ballast.

EXPORT MANIFESTS.

For PIRÆUS and ODESSA, by the S.S. Korniloff, sailed on the 28th December :

Various, 4 packages sundries

FOR KOBE

Choremi, Benachi & Co., 300 bales cotton

For CRETE, by the S.S. Sparti, sailed on the 29th December :

Various, 6 bales manufactured goods, 173 bales skins, 100 bags henna, 12 bags beans, 390 bags rice, 2 cases cigarettes, 12 cases cognac, 630 empty casks, 3 packages sundries

For SYRIA, by the S.S. El Kahira, sailed on the 29th December :

Various, 105 bales cotton (Yokohama). 41 bales tombac, 142 bales leather, 255 bags Sudan beans, 1,050 bags rice, 37 cases dates, 48 cases biscuits, 25 cases beer, 10 barrels soda, 12 barrels oil, 177 packages ironmongery, 128 packages vegetables, 197 packages sundries

For CYPRUS and SYRIA, by the S.S. Lefkosia, sailed on the 29th December :

Various, 260 packages sundries

For BRINDISI and TRIESTE, by the S.S. Semiramis, sailed on the 29th December :

Peel & Co.,	310	bales cotton
H. Bindernagel,	102	" "
G. Petracchi & Co.,	32	" "
Moursi Bros.,	60	" "
W. Getty & Co.,	31	" "
Carver Bros. & Co. Ltd,	202	" "
J. Planta & Co.,	583	" "
E. Mallison & Co,	92	" "
R. & O. Lindemann,	101	" "
Choremi, Benachi & Co.,	330	" "
G. Riecken,	90	" "
F. C. Baines & Co.,	122	" "
Schmid & Co.,	31	" "
A. Hess & Co.,	32	" "
Mohr & Fenderl,	129	" "
	2,247	bales cotton

E. Almasy & Co., 120 empty casks
M. L. Carasso, 6 bales senna
A. G. Monferrato, 320 empty casks
Attias & Co., 7 barrels grease
P.P. Buhagiar Bros., 100 crates tomatoes
A. Seeger, 7 cases dried guts, 6 cases salted guts
Moh. Kattab, 105 crates tomatoes
P. M. Statira, 22 bales skins
Deposito Birra di Graz, 920 empty casks
P. Delacovias, 99 empty casks
R. Delia, 239 crates tomatoes
Vasdeki Bros., 226 crates tomatoes
F. Schwitz, 181 crates tomatoes
Moh. Dahi, 75 crates tomatoes
J. Naim, 50 crates tomatoes
Eredi Albertini, 321 empty casks
Flli de Martino, 149 crates tomatoes
Ibrah. Sednaoui, 8 packages skins
A. Frick, 4 barrels fresh fish
Hadjes Nessim, 5 cases cigarettes
Dimitrino & Co., 4 cases cigarettes (Fiume)
Various, 48 packages sundries

For ENGLAND, by the S.S. Ymer, sailed on the 30th December :

Anglo-Eg. Bank Ltd,	1,860	tons cotton seed
Carver Bros. & Co. Ltd,	887	" " "
B. J. Coury & Co.,	515	" " "
T. Ghirghis & Son,	425	" " "

E. Buchsbaum, 32 cases eggs

For SYRIA and AMSTERDAM, by the S.S. Zeus, sailed on the 31st December :

Various, 200 tons rice, 2 cases cigarettes

For MARSEILLES, by the S.S. Billio, sailed on the 31st December :

N. E. Tamvaco, 2,264 tons cotton seed

For SYRIA and CONSTANTINOPLE, by the S.S Bosforo, sailed on the 31st December :

Various, 137 barrels beer, 14 packages sundries

For ENGLAND, by the S.S. Vera, sailed on the 31st December :

Behrend & Co., 2,680 tons cotton seed

For CONSTANTINOPLE, by the S.S. Eleni, sailed on the 31st December :

Various, 226 bales skins, 257 empty casks, 123 packages dates

For LIVERPOOL, by the S.S. Bulgarian, sailed on the 31st December :

Carver Bros. & Co. Ltd,	200	tons cotton seed
N. E. Tamvaco,	200	" " "
B. J. Coury & Co.,	100	" " "
Carver Bros. & Co. Ltd,	202	bales cotton
Choremi, Benachi & Co.,	1,012	" "
J. Planta & Co.,	425	" "
B. Barki,	616	" "
R. & O. Lindemann,	658	" "
	2,913	bales cotton

Holz & Co., 48 bales wool
Imp. Ott. Bank, 43 bales wool
M. L. Carasso, 90 bales senna
Scriven Bros. & Co. Ltd, 25 bales skins
L. Heller, 50 barrels molasses
Morpurgo & Co., 30 barrels oil
Carlton Hall & Bramley, 29 barrels cognac
Hadjes & Co., 532 bags bones
E. Ghellini & Co., 28 bags dried blood
Limassol S.S. Co., 340 bags grain
Asia Minor S.S. Co., 7,050 boxes oranges

Lonsdale & Thompson,	220	cases eggs
Alex. Bonded Warehouse,	20	" "
G. M. Ades,	100	" "
L. Onofrio,	75	" "
A. Panzieri,	52	" "
Hadjes & Co.,	175	" "
Fix & David,	239	" "
S. Attal,	70	" "

Various, 8 packages sundries

For PIRÆUS and ODESSA, by the S.S. Grand Duc Constantin, sailed on the 1st January :

Various, 36 cases fish, 2 packages sundries

G. Franger & Co.,	450	bales cotton
R. & O. Lindemann,	200	" "
E. Mallison & Co.,	200	" "
F. C. Baines & Co.,	105	" "
Choremi, Benachi & Co.,	100	" "
G. Riecken,	100	" "
	1,155	bales cotton

For MALTA and LIVERPOOL, by the S.S. Menes, sailed on the 1st January :

G. Petracchi & Co.,	25	bales cotton
O. Constantino,	97	" "
Schmid & Co.,	20	" "
Cattaui,	50	" "
F. Andres,	290	" "
F. C. Baines & Co.,	500	" "
Bustros Huri,	48	" "
Choremi, Benachi & Co.,	2,074	" "
G. Franger & Co.,	525	" "
R. & O. Lindemann,	525	" "
	4,154	bales cotton

A. Panzieri,	103	cases eggs
Ades,	250	" "
Buchsbaum,	100	" "
Mordo,	100	" "
Fix & David,	60	" "

Anglo Eg. Bank Ltd, 200 tons cotton seed
Abouchanab, 2,250 bags oil cake
Asia Minor S.S., 3,472 boxes oranges, 206 bags dari seed
Various, 24 packages sundries

FOR MALTA

Asia Minor, 559 bags dari seed
Moss & Co., 2 packages sundries

For PORT SAID and CYPRUS, by the S.S Salamis, sailed on the 1st January :

Various, 450 packages sundries

For MESSINA and GENOA, by the S.S. Umbria, sailed on the 3rd January :

FOR VARIOUS PORTS

Hag Ali 10 packages leather (Sfax)
M. Sumani, 9 packages leather "
A. Trabelsi, 15 packages beans, lentils and manufactured goods (Bengasi)
M. el Fahfah, 5 pack. manufactured goods (Dernah)
H. Naffi, 10 bags rice (Tripoli)
B. Trabelsi, 51 bags beans and books "
M. Padova & Co., 52 barrels old copper (Naples)
R. Delia, 115 crates tomatoes "
J. Planta & Co., 20 bales cotton "
Various, 42 packages sundries

FOR GENOA

G. Franger & Co.,	317	bales cotton
Mohr & Fenderl,	174	" "
J. Planta & Co.,	505	" "
Peel & Co.,	132	" "
F. Andres,	50	" "
Choremi, Benachi & Co.,	191	" "
F. C. Baines & Co.,	174	" "
G. Riecken,	30	" "
Carver Bros. & Co. Ltd,	34	" "
G. Petracchi & Co.,	32	" "
W. Getty & Co.,	360	" "
R. & O. Lindemann	305	" "
	2,304	bales cotton

For LIVERPOOL, by the S.S. Sardinia, sailed on the 3rd January :

Choremi, Benachi & Co,	625	bales cotton
G. Franger & Co.,	1,391	" "
O. Costantino,	66	" "
J. Planta & Co.,	250	" "
W. Getty & Co.,	75	" "
	2,407	bales cotton

Hadjes & Co., 102 cases bones, 125 cases eggs

Lonsdale & Thompson,	72	cases eggs
Fix & David,	80	" "
R. Mordo,	63	" "

N. Tocos, 1 case cigarettes
B. Hazan, 2 cases cigarettes
Walker & Co., 96 empty casks

REUTER'S TELEGRAMS.

CLOSING REPORTS.

LIVERPOOL, January 5, 12.25 p.m.

Sales of the day ... bales	10,000
Of which Egyptian ...	400
American new maize, Spot per cental ...	4/4 1/4
American futures (February-March) ...	5.54
" " (June-July) ...	5.53
American middling ...	5.94
Egyptian fully good fair, delivery (January)	10 5/64
" " " (March)	10 5/64
" " " (May)	10 8/64
" " " (June)	10 8/64
Egyptian Brown fair (per lb. d.) ...	9 9/16
" good fair ...	9 13/16
" good ...	10 11/16
" fully good fair ...	10 6/16
Egyptian saidi beans (new per 480 lbs)	—/—
Cotton Weekly total sales ... bales	36,000
" On speculation ... "	2,000
" For export ... "	750
" Forwarded to consumers ... "	95,000
" Total Import ... "	150.000
" Actual export ... "	8,000
" " Stock ... "	750,000
" East India afloat ... "	9,000
" American afloat ... "	340,000
Egyptian Cotton On speculation ... "	—
" " Weekly sales ... "	500
" " Stock ... "	56,000
" " Forwarded to consumers "	13,000
" " Actual Export ... "	3,000
" " Import ... "	19,000

NEW YORK, January 5.

Spot Cotton ...	10.85
American Futures (February) ...	9.79
" " (March) ...	9.91
" " (June) ...	10.05
" " (July) ...	10.10
Cable transfers ... dol.	4.86 1/4
Cotton day's receipts at all U.S. Ports, ... bales	46,000

NEW ORLEANS, January 5.

Cotton Spot ...	10 8/16
" Futures March ...	10.48
" " May ...	10.58

LIVERPOOL, January 5.

American futures (February-March) ...	5.55

LONDON, January 5.

Bar Silver (per oz d). ...	32 5/16
Private discount (3 month bills) ...	5 o/o
Consols (February) ...	87 1/8
Egyptian Unified ...	102 1/4
Turkish Unified ...	93 1/4
Rio Tinto ...	90 1/8
New Daira ...	17 1/2
Agricultural Bank ...	9 5/8
National Bank of Egypt ...	28 1/4
Rand Mines New ...	7 —
Chartereds of S. Africa ...	1 22/32
Nile Valley Gold Mine ... New	— 6/32
New Egyptians ...	1 20/32
The Western Oasis Corporation 16/32 premium	
Delta Light (Bearer Shares) ...	12 —
Egyptian Railway ...	99 —
" Domain ...	101 —
Ottoman Defence ...	101 —
Italian Rents 4 o/o ...	100 1/4
Greek Monopoly ...	51 —
Greek Rent 4 o/o ...	40 —
Ottoman Bank ...	17 1/4
Egyptian cot. seed to Hull (January) 6 11/16 quiet	
German Beet Sugar (January) ...	8/8 1/2

£10,000 were withdrawn from the Bank to-day for Egypt

PARIS, January 5.

Banque d'Athènes ...	140 —
Crédit Foncier Egyptien ...	762 —
Crédit Lyonnais ...	1233 —
Comptoir National d'Escompte ...	715 —
Land Bank of Egypt ...	228 —
Ottoman Bank ...	680 —
Lots Turcs ...	155 —
Cheque on London ...	25.21 1/2
Sugar White No. 3 (December) ...	26 1/4
Banque de Salonique ...	175 —

Telegramme Havas

BOURSE du 5 janvier 1907

COURS DES VALEURS A TERME, CLOTURE

PARIS

Rente Francaise 3 o/o ...	Fr.	95 57
Dette Egyptienne Unifiée ...	"	103 75
Extérieur Espagnol ...	"	95 85
Russe consolidé ...	"	79 40
Actions de Suez ...	"	4574 —
Crédit Foncier Egyptien ...	"	784 —
Crédit Lyonnais ...	"	1234 —
Comptoir National d'Escompte ...	"	— —
Banque Ottomane ...	"	680 —
Land Bank of Egypt ...	"	227 —
Banque d'Athènes ...	"	140 —
Banque d'Abyssinie ...	"	135 —
Crédit Franco-Egyptien ...	"	158 —
Change sur Londres ...	"	25 21 1/2

LONDRES

Consolidés anglais ...	£ 87 3/16

Escomptes—Paris 3%, Londres 6 o/o, Berlin 7 o/o

EXTERIEUR

Dépêches particulières du 5 janvier 1907

PRODUITS EGYPTIENS

LIVERPOOL

Coton.—Etat du Marché.—Calme
Disponible.—10 6/16
Futurs.—Janvier : 10 5/64 (sans changement)

LIVERPOOL

Graines de coton.—Soutenues
Fèves.—Sans affaires

HULL

Graines de coton.—Calmes
Fèves.—Marche nul

LONDRES

Graines de coton.—Sans changement

COTON AMERICAIN

LIVERPOOL

Futurs jan.-fév. : 5.58 (7 points de hausse)
" mai-juin : 5.55 (6 points de hausse)
Disponible : 5.94 (7 points de hausse)

NEW-YORK

Middling Upland : 10.85 (10 points de hausse)
Futurs janvier : 9.65 (17 points de hausse)
" mai: 10.01 (16 points de hausse)
Arrivages du jour, balles 56,000
Contre même jour, l'année dernière, balles 14,000
Pointer : balles 425,000 contre balles 217 000

RESUME DE LA SITUATION COTONNIERE

au 4 janvier

AMERIQUE :	1906 Balles	1905 Balles
Recettes aux ports Semaine ...	320,000	150,000
Recettes du 1er Septembre ...	6,140,000	5,203,000
Export. Angleterre Semaine ...	140,000	106,000
Export. Angleterre du 1 Sept.	1,893,000	1,676,000
Export. Continent Semaine ...	200,000	72,000
Export. Continent du 1er Sept.	2,364,000	1,889,000
Pris par la filature Etats-Unis	2,230,000	2,234,000
Stock ports ...	1,290,000	1,093,000
Insight semaine ...	432,000	202,000
Insight du 1er Septembre ...	8,292,000	7,159,000
Con. Mondiale Amér. Semaine	427,000	219,000
Con. Mon. Amér. du 1er Sept.	5,116,000	4,708,000
Visible supply américain ...	4,067,000	4,044,000
Visible supply général ...	4,686,000	4,628,000

GENERAL

LIVERPOOL :	1906 Balles	1905 Balles
Ventes Semaine ...	36,000	49,000
Forwarded ...	95,000	20,000
Importation ...	150,000	143,000
Exportation ...	8,000	7,000
Stock ...	750,000	1,069,000
Flottant ...	340,000	366,000

EGYPTIEN

	1906 Balles	1905 Balles
Ventes Semaine ...	500	2,000
Forwarded ...	13,000	10,500
Importation ...	19,000	16,400
Exportation ...	3,000	5,700
Stock ...	56,000	53,000
Flottant ...	50,000	27,000

Egyptian Mining Market.

NAME OF COMPANY	Making up Prices Dec. 21	Latest Prices Dec. 21	
Corporation of Western Egypt	½pm	7/16	9/16pm
Egyptian Estates ...	2 1/16	2 3/16	2 7/16
Egyptian Mines Explor. Syndicate	3/6	3/-	4/-
Egyptian Options ...	1	15/16	1 1/16
Egyptian and Sudan Mining Synd.	5/8	3/8	½
Egyptian Trust and Investment ...	⅛pm	1 1/16	1 3/16
Erythrea ...	1 11/16	½	¾
Fatira (Egypt) Exploring ...	—	7/8	1
New Egyptian. ...	—	1 11/16	1 13/16
Nile Valley Block E. ...	5/8	9/16	11/16
Nile Valley (New) ...	4/-	4/9	5/-
North Nile Valley ...	2/	1/6	2/6
Nubia (Sudan) Dev. Syndicate ...	-/6	-/6	1/-
Sudan Exploration (10s.Shares) ...	2/-	2/-	3/-
United African Exploration. ...	1 1/16	1 3/16	—

BOURSE KHEDIVIALE

CONTRATS

Fluctuations de 9h.30 à 1h. p.m.

Cotons F.G.F.Br.

Dans la matinée ; prix plus haut pour mars talaris 21 9/32 à —/— ; plus bas pour mars 21 1/32 à —/—.

Graines de coton

Dans la matinée ; prix plus haut pour fev.-mars P.T. 71 15/40 à —/— ; plus bas pour fev.-mars 71 —/— à —/—.

REMARQUES

(De midi à 1h. p.m.)

Coton.—La fermete a persiste tant sur la vieille que sur la nouvelle recolte et la cloture a fini par avoir lieu aux plus hauts prix de la matinee. La tendance semble favorable, mais d'autre part la position est tout-à-fait speculative.

Graines de coton.—Les affaires sont toujours insignifiantes, mais les cours restent quand même soutenus.

Fèves.—Marché nul.

Bourse Khédiviale, le 5 janvier 1906.

Eastern Telegraph Co. Ltd.

AVERAGE TIME occupied in transmission of Egyptian telegrams from England to Alexandria on Saturday 5th January, 1907.

OUTWARDS.

Between the hours of 10 a.m. and 6 p.m (Cairo time)

FROM	MESSAGES HANDED IN AT: The Company's Offices (H. M.)	Postal Telegraph Offices. (H. M.)
London ...	38	51
Liverpool ...	24	31
Manchester ...	37	—
Glasgow ...	57	33
Other Provincial Offices ...	—	6

Delay due to faulty landlines

BOURSE DU CAIRE

Le Caire, le 5 Janvier 1907.

Banques

		Actions Obligations	Jouissances Fondateurs
Agricultural Bank of Egypt	£	9 5/8-11/16	940
Banque d'Athènes	Fcs.	137-138	
National Bank of Egypt	£	28 7/16	
Cassa di Sconto	Frs.	290 —	
" Nouv. Emis.	Frs.	284 —	
Land Bank	£	8 3/4-13/16	78
Comptoir Financ. & Comm.	£	8 1/8-3/16	94-95
Banque d'Abyssinie	£	5 1/2-9/16	
Banque d'Orient	Frs.	135 —	

Chemins de Fer

Alex. & Ramleh Railway	£	6 3/4-13/16	
" oblig. 5 o/o	£	102 —	
Delta Light Railway	£	12 —	ex.-c.
Lots Turcs obligations	Frs.	154-155	

Societes des Eaux

Alexandria Water Company	£	13 3/4	
Eaux du Caire part capital	Frs.	123 —	293-94
Eaux de Tantah	£	8 —	

Societes Foncieres

Daira Sanieh Nouvelle	£	17 5/8-11/16	100
Crédit Foncier Egyptien	Frs.	779 —	950
Crédit Fon. ob. 3 o/o à Lots	Frs.	338 —	
Cr. Foncier ob. Nouv.Emis.	Frs.	271-72	
Cr. Foncier ob. 3 1/2 o/o	Frs.	500 —	
Soc. Agricole & Ind. 5 o/o	Frs.	981 —	1150
Société Agricole & Ind. 4 o/o	Frs.	515 —	
Caisse Hyp. d'Egypte	Frs.	560 —	1100
Société Anonyme du Behera	L.E.	41 3/4-42	
Ste An. du Behera obligat.	L.E.	5 1/16	
Societe Fonciere d'Egypte	L.E.	31 —	
Delta Land Company	£	4 3/4	
Wardan Estate	£	8 3/16	9 5/8
Nile Land	£	17 3/4	80 n.
Egyptian Estates Limited	£	2 5/8	21 5/8
Union Fonciere	£	6 1/4-5/16	22
Anglo-Eg. Land Allotment	L.E.	3 5/8-11/16	P.T. 148
Gharbieh Land	L.E.	3 7/8	L.E. 2

Societes Immobilieres

Cie. Immobilière d'Egypte	Frs.	374 —	700
Agricole du Nil	Frs.	259 —	8 3/4
Enterprise and Development	L.E.	13 11/16	21 3/4
Urbaines et Rurales	£	7 11/16-3/4	22
Entreprises Im. et Travaux	L.E.	17 1/4	P.T. 170
Epargne Immobilière Ltd	£	4 3/16	P.T. 170

Societes Industrielles

Anglo-Eg. Spinning	£	0 11/16	2 5/8
Crown Brewery d'Alex.	Frs.	204 —	120
Crown Brewery du Caire	Frs.	134 —	69
Egyptian Cotton Mills	£	6/6 —	
Egyptian Salt and Soda	£	23/6	
Ste des Ciments d'Egypte	Frs.	69 —	18
Sucreries et Raffinerie	Frs.	70 —	
Ibrahimieh Ploughing Co.	£	— —	
Port Saïd Salt Association	£	15/ —	
Nile Cold Storage	£	0 1/16	
Egyptian Markets	£	31/ —	

Navigation a Vapeur

Anglo-American Nile	£	5 3/4	
Khedivial Mail S.S.	£	4 3/4	38 ex
Menzaleh Canal & Nav. Co.	L.E.	3 3/4	P.T. 95
Express Nile Steamers Co.	L.E.	6 —	P.T. 158

Hotels

Nungovich Hotels	£	22 7/8	
Egyptian Hotels	£	12 9/16	
National Hotels	L.E.	3 7/8	P.T. 72
Upper Egypt Hotels	L.E.	5 3/16	
Splendid Hotels	L.E.	4 3/16	
Excelsior Hotels	L.E.	4 1/16	1 1/16-1/8

Tramways

Tramways d'Alexandrie	Frs.	210 —	350
Tramways du Caire	Frs	596 —	1164

Valeurs diverses

Bourse Khédiviale du Caire	£	— —	
Egyptian Investment	£	1 1/16-1/8	
Societe Egyp. d'Irrigation	£	16 —	
Corporation of W. Egypt	£	1 3/16	
New Egyptian Company	£	33/3 —	
Land & General Trust	£	1 1/16	
Egypt. Trust & Investment	£	1 3/4	
Soc. Frigorifique d'Egypte	L.E.	5 —	
Walker & Meimarachi	£	0 5/8	
Automobiles du Caire	£	6 1/16	11
Egyptian Constructions	£	1 11/16-3/4	
Soc. Egypt. de Publicité	L.E.	4 1/2	P.T. 350

COALS

Current prices per ton free on wagon.

		Shgs.	Sh.
CARDIFF	Best quality	26/	@ —/
NEWPORT	Best quality	25/	" —/
NEWCASTLE	Bothal	20/	" 21/
"	Cowpen	20/	" 21/
"	Davison	20/	" 21/
"	Hastings	20/	" 21/
"	West Hartley Main	20/	" 21/
SCOTCH	Merry's	19/6	" 20/
	Bairds	19/6	" 20/
"	Dunlops	19/6	" 20/
"	Best Hamilton Ell	19/6	" 20/
YORKSHIRE	Micklefield	19/6	" 20/
LIVERPOOL	Best Lancashire	19/6	" 20/
"	Second Lancashire	—/	" —/
PATENT FUEL	Anchor	25/	" —/
"	Crown	25/	" —/
	Star	25/	" —/
	Arrow	25/	" —/
"	Swansea Graigola	25/	" —/
"	Swansea Atlantic	25/	" —/
NEWCASTLE	Foundry Coke	40/	" —/
	Gas Coke	29/	" —/

Prix des sacs.

Qualité indienne :

A coton	de 3	livres	P.T. 5 1/2	— —
"	" 3½	"	" 5 3/4	— —
A Céréales	" 2½	"	" 3 10/40	— —
"	" 3½	"	" 4 20/40	— —
"	" 5	"	" 5 3/4	— —

Egyptian Delta Light Railways.

Helouan Branch.—Time Table from 1st January to April 1907.

Cairo (Bab-el-Louk)	dep.	6.45	8.15	8.30	9.15	10.15	10 30	11.15	12.15	12.30	1.15	2.15	2 30	3.15	4 15	4 30	5.15	6 15	6.30	6.45	7.15	8.15	9.30	11.30	1.20
Tourah	arr	7. 9	8.32	8 51	9 32	10.32	10.51	11 32	12 32	12.51	1.32	2 32	2.51	3.32	4 32	4.51	5.32	6.32	6 50	...	7.32	8 37	9.47	11.52	1.40
	dep.	7.11	8 34	...	9.34	10.34	...	11.34	12.34	...	1.34	2.34	...	3.34	4 34	...	5.34	6.34	...	...	7.34	8.38	9.48	11 53	1.41
Helouan.	arr.	7.29	8.52	...	9.50	10.52	...	11 50	12 52	...	1.50	2.52	...	3 50	4.52	...	5.50	6.52	...	7.13	7.50	8 56	10 4	12. 9	1.59
Helouan	dep	6.—	6.50	7.40	8.15	...	9.15	10 15	...	11 15	12.15	...	1.15	2.15	...	3.15	4.15	...	5.15	6.15	...	7.15	8.15	10 15	12.30
Tourah	arr.	6 16	7. 8	...	8.33	...	9.31	10.33	...	11 31	12 33	...	1.31	2.33	...	3.31	4.33	...	5.31	6.33	...	7.31	8.33	10.33	12 46
	dep.	6.17	7.10	...	8.35	9.15	9.33	10.35	11 15	11 33	12.35	1.15	1.33	2.35	3 15	3.33	4.35	5.15	5 33	6.35	7 15	7.33	8.34	10.34	12.47
Cairo (Bab-el-Louk)	arr.	6.34	7.34	8.10	8.52	9 36	9.50	10.52	11 36	11.50	12.52	1 36	1.50	2.54	3.36	3.50	4.52	5.36	5.50	6.52	7.35	7.50	8.56	10.56	1. 7

PICTURE POST CARDS.

"The Egyptian Gazette" Series
Is the most artistic collection to be found in Egypt.

Vade Mecum for the Homeward Bound.

PICTURE POST CARDS.

"The Egyptian Gazette" Series
Is the most artistic collection to be found in Egypt.

TO OUR VISITORS.

The **Egyptian Gazette** has much pleasure in presenting to its subscribers the accompanying description of some of the many interesting routes by which they may travel homewards. Great care has been taken to arrange them as accurately and concisely as possible, and it will be found that none of them are fraught with difficulty. In choosing the route home there are several things to be considered. To begin with there is the difference in climate between Egypt and the various points at which you may arrive in Europe.

This depends partly upon the month in which you leave Egypt, for Cairo in January may be a little warmer than the Riviera, and possibly not so warm as Sicily, but in March it will be warmer than Rome, and more uniformly warm than many other places in Europe. Many people leave Egypt far too early in the year, for as a rule the weather in April and May is perfect. The warmest place to go to on leaving Egypt is Sicily.

Some will want to take into consideration the number of days to be spent at sea, and we therefore subjoin a list showing the time occupied on each of the various routes between Egypt and the Continent of Europe.

They are as follows:—

The long sea routes—from Port Said or Alexandria to Plymouth, Southampton, London or Liverpool—occupy about 14 days. The short ones are as follows:—	
Port Said or Alexandria to Brindisi	3 days
Alexandria to Messina	3 ,,
Port Said or Alexandria to Marseilles	5 ,,
Alexandria to Venice and Trieste...	3½ ,,
Alexandria to Naples	3 ,,
Port Said to Genoa	5 ,,
Port Said to Naples	4 ,,
Alexandria to Constantinople ...	4 ,,
Alexandria to Piræus	2 ,,
Port Said to Gibraltar	7 ,,

The steamers of the P. & O., North German Lloyd, Orient, and Messageries Maritimes are the largest. The Anchor, British India, Bibby and Henderson Lines are also excellent, and their steamers are largely patronised by travellers to Egypt.

As regards the train journeys from Cairo, the shortest is that to Alexandria, without change (3 hours). That to Port Said can now be made without change in 4¼ hours.

The least expensive way to England is by the Moss, Papayanni, Prince, and Westcott lines of steamers from Alexandria to Liverpool. The German Levant line has also good steamers from Alexandria to Hamburg.

The quickest through Continental routes are by P. & O. Brindisi express from Port Said, and the Austrian Lloyd Trieste-Vienna express from Alexandria.

As regards heavy luggage, it must be borne in mind that very little luggage is allowed free on the railways of Europe, but there are several good and responsible forwarding agents in Egypt who undertake at a fixed charge to deliver packages to any address in Europe.

The quickest manner of getting to Europe from Port Said is undoubtedly by the fast Mail Steamers "Osiris" and "Isis" to Brindisi. One of these leaves Port Said every week, as soon as possible after receiving the Indian mails from the great liner arrived from Bombay.

These small but comfortable ships have enormously powerful engines, and attain a very high rate of speed. They are called the "Ferry boats," having been specially built to carry the British mail from Port Said to Brindisi. If you are going straight through to England you will find the train waiting at Brindisi which will take you to Calais without changing. It has complete arrangements for sleeping and eating on board, and you should arrive in London on the fifth day from leaving Port Said.

HOTELS EN ROUTE.

SYRACUSE.

GRAND HOTEL

PIAZZA MAZZINI, SYRACUSE (Sicily).

First Hotel in the Town.

SYRACUSE (Sicily.)

HOTEL DES ETRANGERS.
"CASA POLITI."

First Class, Electric Light, Lift. Central Heating. Private Baths. All Comforts.

Proprietor: **ENGELKE-ZUNKE.**

TAORMINA.

HOTEL METROPOLE.

First-Class House. Beautiful Position. German Management.

Same Proprietor Hotel Grande Bretagne, Catania.

PALERMO.

Villa Igiea
Grand Hotel.

U. CALANTI, Manager.

SORRENTO

HOTEL TRAMONTANO

Hotels Tramontano & Tasso, & Hotel-Pension Syrene. These excellent Hotels, which are situated in the best part of what is worthily named the "Beauty Spot of Italy," are the annual resort of the most distinguished English and American families. The principal centre for excursions. Electric light throughout. Tennis. English church.

Mr. G. Tramontano, Proprietor & Manager.

NAPLES

GRAND HOTEL.

Unrivalled position. First Class
Private Bathrooms. Steam Heating throughout,
Newest Sanitary arrangements.
Hauser & Doepfener, Proprs

The Hotel Baglioni.

FIRST CLASS.
EVERY MODERN COMFORT.
Branch House: HOTEL D'ITALIE, BOLOGNA.

Hotel PAOLI, FLORENCE, FULL SOUTH.

LUNGARNO DELLA ZECCA.
Beautiful view of the surrounding hills.
First class Hotel with Every Modern Comfort.

HOTEL
Florence Washington.
LUNGARNO.
First Class Family House. All Modern Comforts.
Entirely Renovated.
O. GOBBO, *Proprietor*

PISA GRAND HOTEL AND **HOTEL DE LONDRES.**

The only Hotel with Central Heating.

RAPALLO.

GRAND HOTEL VERDI.

FIRST CLASS. ALL MODERN COMFORTS.
LAWN TENNIS.
P. G. SAMPIETRO.

Pension Shelley.

VIAREGGIO.

GENOA.

BRISTOL HOTEL. L. Bertolini
HOTEL CONTINENTAL. Marcello Ilic
EDEN PALACE HOTEL. Carlo Borgarello
GRAND HOTEL DE GENES. Rondi, Benera
HOTEL HELVETIA. Swiss Prop.
GRAND HOTEL ISOTTA. Kienast, Schiavi & Co.
HOTEL DE LONDRES. Frederico Fiorini
MODERN HOTEL. D. Cohen
GRAND HOTEL SAVOIE. E. Fiorini
HOTEL SMITH. Smith Bros.
HOTEL RESTAURANT RIGHI. E. Christen.

SALSOMAGGIORE

HOTEL CENTRAL BAGNI

The most recently built Hotel in Salsomaggiore, and on which experience has been spared to render it completely up to date as regards hygiene and comfort. The Hotel is directly connected with the New Bathing Establishment by a covered passage.

Charges Moderate. Steam Heating.
Prospectus and particulars apply to the Manager.
Telegraphic Address: Central Salsomaggiore.

SICILY.

The direct route to Sicily is by the Florio-Rubattino Co.'s steamers, which leave Alexandria weekly for MESSINA, where one takes train to TAORMINA, one of the most charming and popular places on the island. *Giardini* is the station at which to alight, and the drive up to Taormina is most delightful, occupying about one hour. In and around the town is much to interest the visitor. The theatre is of Greek origin, but restored under the Romans. CATANIA is the starting place for the ascent of Etna, and here also is a fine Cathedral. The Greek, Roman, and Saracenic remains that are found all over the island, are an endless source of pleasure. SYRACUSE has an interesting history, having been a Greek city, which was designed by Demosthenes in B.C. 413, and taken by the Romans in B.C. 212, when Archimedes was slain—his tomb is to be seen. The cathedral was once an ancient pagan temple. PALERMO, with about 300,000 inhabitants, is the capital of the Island, and enjoys a delightful climate. Much of interest is to be found in this fine city. The *Palazzo Reale* is of Saracenic origin and close to it the church of *S. Giovannia degli Erimiti* with its picturesque cloisters. The Cathedral, Museum, Botanic Gardens, Villa Giulia and Royal Park are also worth a visit.

CENTRAL ITALY.

The fine steamers of the North German Lloyd leave Alexandria every Wednesday during the season for Naples, the voyage being only 3 days.

NAPLES is also reached in 10 hours from Palermo by the Florio Rubattino Co.'s steamers, which leave daily. One cannot approach Naples or leave it without wishing to explore some of its islands, besides the lovely places on its bay—*Castellamare* and *Sorrento*. The small steamer that takes you to Sorrento [you can drive too] will take you on to *Capri*.

From Naples to ROME is a train journey of but five hours. All who can will devote at least one week to visiting the many historical and interesting portions of the Eternal City, whose charms and beauties are too well known to need comment here.

Leaving the Eternal City with much regret, a railway journey of five hours brings you to FLORENCE, where another week can well be spent admiring the *City of Flowers* and its surrounding country. In Florence itself the churches and galleries are of absorbing interest, whilst the local promenades and excursions should not be omitted. *The Cascine* is the most attractive and fashionable promenade in Florence, whilst the *Viale dei Colli*, one of the finest walks in Europe, opened 35 years ago, goes winding up through the hills a distance of four miles. The most delightful excursion outside Florence is that to *Vallombrosa*, with its *Monastery* 3,300 feet above the sea level. This is made first by ordinary train from Florence to *St. Ellero*, thence by cog-wheel railway to *Saltino*. The ascent through groves of oaks takes an hour, and most striking panoramas are unfolded to view.

PISA is easily reached from Florence in about 2 hours; here there is a fine Cathedral and the Leaning Tower. A stay of at least one night should if possible be made in order to enjoy the view from the Campanile at sunset.

VIAREGGIO. One of the most delightful places on the Italian Riviera near Pisa and on the main line from Rome to Genoa. It is a very convenient half-way house between Egypt and England, and where living is reasonable and the air and surroundings exceptionally good.

NORTHERN ITALY.

GENOA (La Superba). — The most picturesque and interesting city in Italy, with the record of having one of the lowest death averages of European cities and a phenomenally equable temperature—warm in winter and deliciously cool breezes from the surrounding mountains and the Mediterranean in summer.

The patriarchal home of Italy's most ancient nobility, whose palaces, gardens, and famous collections of statuary, frescoes and paintings, are a constant delight to thousands of travellers who annually sojourn in Genoa. Then there are the superbly decorated medieval churches containing exquisite marble columns and historical paintings, and the incomparable Campo Santa filled with its wonderful tombs.

From Genoa to Milan is a matter of only three hours by rail.

MILAN is a good centre for Northern Italy before making the tour of the Lakes. The Cathedral is the principal attraction, with its beautiful windows illustrating the History of the Bible. The public gardens and the monumental cemetery are also worth a visit.

Between Bologna and Milan and only an hour and a-half from Milan is SALSOMAGGIORE, a renowned health resort on account of its thermal springs, change trains at *Borgo San Domino* and in half an hour you are at Salsomaggiore.

HOTELS EN ROUTE.

SYRACUSE.

GRAND HOTEL VILLA POLITI.

NEWLY ENLARGED and thoroughly refurnished. Electric Light throughout. Central Heating in every room. Beautiful Gardens.

Concerts daily. New Proprietor, Gustav Kockel also of the
Hotel Grande Bretagne *Catania* and
Hotel Metropole *Taormina*

TAORMINA.

SAN DOMENICO
PALACE HOTEL.

FIRST CLASS. EVERY COMFORT.
A. OMARINI, Manager.

PALERMO

HOTEL DE FRANCE.

First Class. Only Hotel in Palermo with Central Heating Apparatus throughout. Electric Light. Lift. Winter Garden. 100 Rooms, nearly all sunny. Best and Healthiest Situation.

F. Weinen, Proprietor and Manager.

PALERMO (Sicily).

GRAND HOTEL TRINACRIA

The ONLY Hotel in Palermo facing the Sea Central Heating Electric Lift and Light Private and Public Bathrooms.

Roman Heyn Manager.
Formerly at the Hotel Cecil London.

NAPLES.

SANTA LUCIA HOTEL.

FIRST CLASS.
Every Modern Comfort.
Central Heating. Private Baths. Etc.

ROME.

Hotel Continental.

OPPOSITE THE STATION.
—FIRST CLASS.—

NAPLES **GD HOTEL DU VESUVE.**

FIRST CLASS. LATEST COMFORTS.

LE SAVOY. NAPLES.

First Class. All Comforts.
Restaurant. Winter Garden.
TELEPHONE. AUTO GARAGE.
Telegraphic Address **ROSSANICNO, Naples.**

NAPLES.

GRAND HOTEL DE LONDRES.

FIRST CLASS. CENTRAL.

Full South. Splendid view. Baths. Steam Heating. Perfect Drainage. Open all the year round. Apartments with baths and toilet.

DELVITTO, POGGIANI, CAMPIONE, *Propr.*

GD HOTEL DE LA VILLE,
FLORENCE.

OPEN ALL THE YEAR.
STEAMHEATING.
Electric Light Throughout.
LIFT.
Winter Garden,
CONCERT. AMERICAN BAR.

GRAND HOTEL ROYAL . . . . .
. . . . . GRANDE BRETAGNE.

LUNGARNO, ACCIAOLI.
FIRST CLASS. OPEN ALL THE YEAR.
CHIOSTRI, Propr.

THE MODERN HOTEL.

LUNGARNO. FLORENCE.
APARTMENTS WITH PRIVATE BATHS.
Hot and cold running water in every room. Central Heating
AUTO-GARAGE. MODERATE TERMS.
Della Casa & Sons, *Propr.*

PEGLI.

HOTEL MEDITERRANEE.

FIRST CLASS.

MILAN.

HOTEL CONTINENTAL.

FIRST CLASS.
FULL SOUTH.
CENTRAL.

ALASSIO.
ITALIAN RIVIERA.

GRAND HOTEL MEDITERRANEE.

First Class. On the Sea Shore.
SEA BATHING.

HOTELS EN ROUTE.

VENICE.

Grand Hotel.

First Class.
EVERY MODERN COMFORT.
Large Terrace on the Grand Canal.

ROYAL HOTEL DANIELI

FIRST-CLASS HOTEL.
Situated in the Finest and Healthiest part of the Town.
Railway Ticket Office in the Hotel.
All Modern Comforts.

HOTEL BRITANNIA.

First Class Hotel in the best position with garden on the Grand Canal.

HOTEL MILAN-BRISTOL.

In the same position but more moderate.
CHARLES WALTHER Propr.
Same Management HOTEL DE LA VILLE at Genoa.

CONSTANCE (GERMANY.)

INSEL HOTEL ON THE LAKE.

Most interesting Hotel Ancient Dominican Convent now converted into a **First Class Hotel.** 300 Beds. Tennis. Fishing. Rowing.

M. BRUNNER, *Manager*

Hotel Cattani.

ENGELBERG.

BRUNNEN.

GRAND HOTEL BRUNNEN.

FIRST CLASS.
Magnificent Situation ON THE LAKE.

THUN (LAKE OF THUN.)

BERNESE OBERLAND.

PENSION ITTEN.

FIRST CLASS FAMILY HOUSE.
Surrounded by Woods. Magnificent view of the Jungfrau, Monch, and Eiger. Swiss Chalet attached with private apartments and Baths. Own Farm.

THUN (LAKE OF THUN).

HOTEL BEAU-RIVAGE.

Beautiful New Hotel.
First Class. Electric Light. Central Heating and Every Modern Comfort.

LAUTERBRUNNEN.

Hotel Steinbock.

First Class.

ALGIERS.

GRAND HOTEL ST. GEORGE.

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VENICE is a 5 hours' journey by rail from Milan, and one of the most delightful places imaginable to pass a quiet stay. The total absence of vehicular traffic strikes one as very strange; no horse, cart, carriage or bicycle is to be seen, and yet there is the sound of life at every turn. The approach the Venice from the Adriatic is unlike that of any other seaport. The town seems to be gradually, like Aphrodite, born of the sea, no hills behind, no stretches of rock, but first the tops of Campaniles appear above the horizon then slowly the whole glittering town rises like a fairy mirage out of the calm lagoon.

Going northwards from *Milan* you make the tour of the beautiful Italian lakes.

COMO, the birthplace of the younger Pliny, is reached in one-and-a-quarter hours by train by way of Monza:

Boats leave Como frequently for the other towns on the lake, which is very beautiful, and the scenery on either side going up the lake is most enchanting. CERNOBBIO is a charming spot; then come *Tremezzo*, *Cadenabbia*, and *Menaggio* with the prettily-situated town of *Bellaggio* opposite. The walk from *Tremezzo* along the shore of the lake to *Menaggio* is most enjoyable. A steam tram runs from *Menaggio* to *Porlezza* on Lake Lugano in three-quarters of an hour, then steamer to Lugano in two-and-three-quarter hours.

SWITZERLAND.

Switzerland, the heart of Europe, has been described as "A cluster of delights and grandeurs."

LUGANO is some 20 miles from Como, and reached by train in one-and-a-half hours. It has a population of 10,000 people and is charmingly situated on the Lake of Lugano, amidst lovely Italian scenery. Around it rise M. San Salvatore, M. de Caprino and M. Generoso.

LOCARNO may be reached by rail from Bellinzona in forty minutes. This pretty town, situated at the top of Lake Maggiore, has a mild climate, and is an excellent winter resort. The church Madonna del Sasso, situated above the town, is worth a visit, as it contains interesting paintings, "Entombment," by Ciseri, and "The Flight into Egypt," by Bramantion.

LUCERNE.—A striking picture on the Lake of Lucerne facing the *Rigi* and *Pilatus* and the snow-clad Alps.

In and around the town the walks are charming, and the excursions to be made from Lucerne by boat, rail, etc., are very numerous.

The Lake of Lucerne abounds in delightful excursions, those to the *Rigi*, *Pilatus*, *Burgenstock* and *Sonnenberg* needing a special visit each. Other excursions on the lake can be made by steamer, and the ever-changing scenery on the trip from *Lucerne to Fluelen* is a source of delight to the lover of nature.

BRUNNEN, charmingly situated on the most beautiful part of the Lake of Lucerne, commands magnificent views of lake and mountain scenery. Along the Lake of Uri from Brunnen to Fluelen runs the famous *Axentrasse*.

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THE BERNESE OBERLAND.—INTERLAKEN, a favourite summer resort, and the best centre for making excursions in the Oberland, abounding in fine walks and views. There is a magnificent view of the *Jungfrau* from the Hoheweg, a fine avenue of walnut trees, the chief resort of visitors. Interlaken is also not far from the famous waterfalls, *Giessbach*, *Trummelbach* and *Staubbach*. Then also the glaciers of *Grindelwald* and view from *Murren* and the *Schynige Platte* are sights not to be missed.

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GREECE and IONIAN ISLES.

Many people visit Greece after wintering in Egypt, as it is so easily reached from Alexandria; the climate in April is charming. The best steamers are those of the Khedivial Mail Co. and Russian Steam Navigation Co.

If possible tourists should arrange to be in Athens for the Orthodox Easter in order to witness the Good Friday and Easter Eve ceremonies, and to be present at the dancing on the Easter Tuesday festival held at Megara, for which a special train is run from Athens.

It is worth while to spend a few days in CORFU on account of the beauty of the scenery. There is also good snipe and quail shooting to be had.

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HULL

Céréales	Shgs.	1/9 à —/
Tourteaux	„	6/ „ —/
Graines de coton	„	7/ „ —/
Oignons	„	—/ „ —/

LONDRES

Céréales	Shgs.	1/9 à —/
Tourteaux	„	6/6 „ —/
Graines de coton	„	7/6 „ —/
Oignons	„	—/ „ —/

PORTS DIRECTS

raines de coton	Shgs.	9/ à 10/
Céréales	„	1/9 „ 2/

LIVERPOOL

Coton	Shgs.	11/ à —/
Céréales	„	1/6 „ —/
Tourteaux	„	9/ „ —/
Graines de coton	„	10/ „ —/
Oignons	„	—/ „ —/

CONTINENT (NANTES-DUNKERQUE)

Graines de coton (Dunkerque)	Fr.	12 à —
„ „ (Nantes)	„	12 „ —
Fèves	„	10 „ —
Oignons	„	— „ —

MARSEILLE

Fèves	Fr.	7 à 8,—
raines de coton	„	7 „ 8,—

DESTINATIONS DIVERSES

Coton : Odessa, Trieste, Venise,

Gênes Marseille	Fr. 2.—	par 100 kilog.
Barcelone	„ 2.35	
Le Havre	„ 3.—	
Dunkerque	„ 2.50	
Anvers	„ 2.—	
Hamburg	Fr. 20.— à 22.50	par tonne poids
St. Petersbourg	„ 25.—	
New-York	„ 25.—	
Bombay	„ 25.—	

Alexandrie, le 3 janvier 1907.

ARRIVAGES A MINET-EL-BASSAL

du mois de Janvier 1907

Du	Coton	Graines de coton		Fèves
1, S/B	3,528	Ard. 20,677	Sacs	—
2, „	2,319	„ 14,560	„	180
3, „	5,069	„ 18,237	„	72
4, „	4,060	„ 14,794	„	—
5, „	4,317	„ 20,736	„	—
6, „	3,663	„ 17,719	„	2 0
7, „	4,657	„ 19,919	„	—
8, „	5,663	„ 27,929	„	12
9, „	4,009	„ 18,327	„	166
10, „	4,049	„ 20,370	„	51
11, „	4,713	„ 25,783	„	311
12, „	3,819	„ 26,069	„	29
13, „	4,788	„ 22,786	„	150
14, „	3,294	„ 24,305	„	300
15, „	3,826	„ 23,696	„	60
16, „	3,777	„ 26,229	„	37
17, „	4,038	„ 20,486	„	—
18, „	3,753	„ 22,097	„	—
19, „	1,119	„ 21,316	„	—
20, „	3,842	„ 20,387	„	20
21, „	2,568	„ 17,318	„	—
22, „	3,323	„ 11,863	„	77
23, „	2,805	„ 12,490	„	1,100
24, „	3,511	„ 19,903	„	18
25, „	5,343	„ 21,845	„	—
26, „	4,528	„ 24,186	„	120
27, „	2,521	„ 16,979	„	—
28, „	4,189	„ 17,557	„	—
29, „	2,521	„ 18,054	„	—
30, „	3,500	„ 19,506	„	—
31, „	6,603	„ 61,533	„	25
S/B	119,742	Ard. 622,846	Sacs	2,928

N.B.—Cette liste est relevée des Registres de l' "Alexandria General Produce Association"; nous la publions afin qu'on puisse la comparer avec les arrivages du mois de décembre 1906.

Direction Generale des DOUANES EGYPTIENNES

TARIF D'EXPORTATION pour le mois de Janvier 1907

DESIGNATION	Unité	Prix du mois courant L.E.	M.
Coton	p. cantar	3	580
Graines de Coton	„ ardeb	0	600
„ Harari	„ cantar	0	275
Blés Saidi et Béhéra	„ ardeb	0	900
Fèves Saidi et Béhéra	„	1	150
Lentilles	„	1	080
Mais	„	0	675
Orge	„	0	585
Pois chiches	„	1	500
Petits pois	„	1	200
„ „ concassés	„	1	400
Helbé	„	1	500
iz (avec emb.)	„	2	300
iz en paille	kilo	0	6
Riz brut	„	0	7
Farine No. 1 à 3 (80 okes)	sac	0	900
Sucre blanc (en pains)	„ cantar	0	560
„ „ (grand morc.)	„	0	500
„ „ (en poudre) No. 1	„	0	400
„ rouge (Farchout) en pains	„	0	240
„ „ „ en poudre	„	0	220
Cotons Afrité et écart pour Turquie	„	1	600

ASSOCIATION DES COURTIERS EN MARCHANDISES

Réponse des Primes en Contrats
(Obligatoire entre agences absentes)
du Vendredi 29 Decembre 1906, à 11h.15 a.m.
Coton F.G.F.Br.

	Recoivent	Livrent
Novembre 1907	Tal. 18 1/4	à 18 9/32
Janvier	„ 20 5/8	„ 20 21/32
Mars	„ 21 1/2	„ 21 17/32
Mai	„ 22 7/32	„ 22 1/4
Juillet	„ 22 23/32	„ 22 3/4
Graines de coton		
Décembre-Jan.	P.T 69 15/40	à 69 20/40
Fevrier-Mars	„ 70 3/4	„ 70 35/40
Avril	„ 72 —	„ 72 5/40

SUCRES

Visible Supply		1906	1905
Angleterre	T.	126,560	124,500
France	„	796,400	737,100
Allemagne	„	1,090,530	1,165,000
Hambourg	„	96,310	89,790
Autriche	„	708,100	708,350
Hollande	„	61,000	86,700
Belgique	„	168,270	174,000
	T.	3,049 560	3,083,440
Etats-Unis	„	135,000	176,250
Cuba	„	9,000	37,000
Sous Voiles	„	22,900	13,030
Total	T.	3,216,450	3,309,700
Contre Tonnes		2,857,450	pour 1904
		4,575,020	„ 1903
		3 302,660	„ 1902

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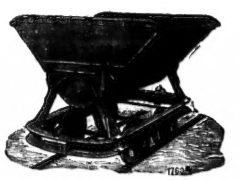

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